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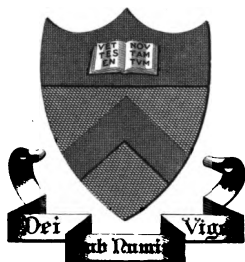
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NEW HAMPSHIRE
RAILROAD COMMISSIONERS'
REPORT

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ANNUAL REPORT
OF THE
RAILROAD COMMISSIONERS
OF THE
STATE OF NEW HAMPSHIRE.
1901.

MANCHESTER, N. H.
PRINTED BY THE JOHN B. CLARKE COMPANY
1901.

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PART I.

REPORT OF COMMISSIONERS.

STATE OF NEW HAMPSHIRE.

To His Excellency the Governor:

The Railroad Commissioners transmit herewith, in accordance with law, their report for the year 1901. It includes the returns of the railroad corporations of the state for twelve months ending June 30, 1901, and the reports, decisions, and comments of the board for the calendar year.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,

Railroad Commissioners of New Hampshire.

CONCORD, January 1, 1902.

REPORT.

THE STEAM RAILROADS.

There was nothing extraordinary in steam railway matters in New Hampshire during the year covered by this report. There was small change in mileage or capitalization, none in dividends or the construction of the three systems, and very little in rates, and only a normal increase of business receipts and expenses. All the roads were operated without unusual accidents or serious controversies with patrons. Repairs and renewals which improved considerably the physical condition of the several properties were undertaken, but there was no great outlay at any one place, the allotment for each division being for such betterments as, in the judgment of the managers, could be afforded without increasing capitalization and are necessary under a policy that aims at steady improvement. All our roads have been practically rebuilt and newly equipped within the past fifteen years and they are all now in shape to handle their business promptly and to the satisfaction of the public, except that many of the old stations remain to testify to the poverty and primitive ideas of comfort of their builders. In the year ending June 30, 1900, the earnings from operation of the Boston & Maine were \$22,301,764.04, and of the Fitchburg \$8,071,440.66, making \$30,373,204.70. The operating expenses of the Boston & Maine were \$15,569,626.69, and the Fitchburg \$5,367,867.36, making \$20,937,494.05. In 1901 the earnings of the combined roads were \$30,800,914.84, a gain of \$427,710.19, and the operating expenses of the combined roads were \$21,522,187.38. The Maine Central's transportation earnings were \$5,640,723.68 in 1900, and \$5,896,346.61 in 1901, a gain of \$255,622.93. The operating expenses of the Maine Central were \$3,753,971.53 in 1900, and \$3,962,338.90

in 1901. The Atlantic & St. Lawrence earned \$1,279,061.39 in 1900, and \$1,457,632.96 in 1901, a gain of \$178,571.57. The operating expenses of the Atlantic & St. Lawrence were \$1,084,493.02 in 1900, and \$1,319,613.63 in 1901.

In 1900 the Boston & Maine carried 32,932,814 passengers an average of 16 miles each, and 12,426,571 tons of freight an average of 67 miles per ton. The Fitchburg carried in the same year 7,357,599 passengers an average of 16.75 miles each, and 5,545,243 tons of freight 116.73 miles per ton. In 1901 the two roads combined carried 38,496,814 passengers an average of 16½ miles each, and 17,516,571 tons of freight 87.82 miles per ton. In 1900 the Maine Central carried 2,387,846 passengers and 3,573,915 tons freight; in 1901, 2,633,331 passengers and 3,740,709 tons of freight. In 1900 the Atlantic & St. Lawrence carried 220,651 passengers and 1,852,877 tons of freight; in 1901, 295,774 passengers and 1,708,897 tons of freight. These totals are for the entire systems named, and while they show some changes, an analysis of the reports from which they are calculated will disclose that few of the gains or losses have occurred in the New Hampshire business, which was practically the same as in 1900.

Details of renewals and repairs, additions to equipment, cost of operation, fixed charges, and receipts are printed in Part II.

THE MANCHESTER & MILFORD.

The Manchester & Milford branch of the Concord & Montreal was opened a year ago. Its cost was \$190,435.23, which was met by the issue of Concord & Montreal bonds guaranteed by the Boston & Maine. Its length is 18.54 miles. It was well built and is in good condition and the train service upon it has been all that can reasonably be required, but it has failed to justify the expectations of those for whose benefit it was produced. It was constructed in response to the urgent and persistent demands of communities containing at least 70,000 people but not one in 500 of them has ever used it or been advantaged by it. It would have been far better if an electric street road had taken the place it occupies.

MILEAGE.

The combined length of all the steam railroads in New Hampshire is 1,189.34 miles, of which the Boston & Maine operates 1,037.15, the Maine Central 100.13, and the Grand Trunk 52.06. The addition during the year was the Manchester & Milford branch, 18.54 miles. The tracks of these roads have an aggregate length of 1,708 miles, which is constantly increased by the construction and extension of second tracks and sidings.

GRADE CROSSINGS.

The grade crossing is the most difficult steam railroad problem the board has to consider. There are in New Hampshire 1,008 grade crossings, 923 upon the Boston & Maine, 63 upon the Maine Central, and 22 upon the Grand Trunk. Of these 929 are unprotected by gates or flagmen. They are all dangerous but they are mostly to be classed as necessary evils. To have avoided them would have doubled the original cost of our railroads and their prohibition from the first would have prevented the construction of at least half the roads in this state. They cannot be abolished now. Their protection with gates or flagmen would cost about \$500,000 annually, which is more than the corporation can pay without advancing rates, or otherwise assessing the public. In some other states the expense of the separation of crossing grades is divided between the counties and towns in which the crossings are located, and the railroads. In New Hampshire this expense when incurred is borne entirely by the railroad, consequently the progress with such improvement is slow, and while the roads have eliminated some of the worst of the crossings and protected many others, new ones are constantly demanded by the public and authorized, and the number of those unprotected does not diminish. The statutes prohibit the construction of new grade crossings without the consent of the commissioners in writing, but this is of little avail because a refusal to give such consent would, in most cases, result in preventing the construction of sidings and other tracks needed by business establishments and of street roads

that are urgently demanded by the communities in which they are expected to serve. Practically all the board can do in most cases is to couple its consent with such conditions as to the proposed crossings as are deemed necessary and reasonable. The law further provides that cities and towns may by vote require railroad corporations to protect their grade crossings by gates or flagmen and that such corporations must comply with these requirements unless, within a certain time, they appeal to the commission for an examination of the crossings in question and a decision whether the public good requires the proposed change or any other. Almost invariably a motion to require a railroad to maintain crossing gates or flagmen passes without discussion, consideration, or opposition, and as it is as easy to embrace in such a motion all the crossings in the town or city, as one or two, all are generally included. An appeal to the commission follows, and the investigation and hearing provided for by the law take place. It often develops that what was voted for is not what is wanted; the real trouble which it is sought to remedy being that crossings are blocked by trains, or made more dangerous by shifting cars over them, that the regulation whistles are not blown, or heard, or that the view between the railroad and the highway is obstructed by embankments, trees, or buildings, which can be removed. In such cases the board can and does bring about corrections and improvements that meet reasonable requirements, and in others, where the crossings are very dangerous and the volume of travel large, it feels warranted in confirming the vote of the town or municipality. But it does not conceive it to be its duty to order special and costly protection upon all the crossings in any town when all or most of them are as safe as the average, when no accident has ever occurred upon them, and when there is every reason to suppose that the exercise of reasonable care by trainmen and travelers on the highway will prevent accidents in the future. In authorizing the construction of street railway crossings, at grade, over steam roads, the board has apportioned the expense of whatever protection is thought necessary, between the two corporations.

ACCIDENTS.

This volume contains the findings of the board in 53 fatal accident cases, in which 59 persons lost their lives. Seventeen of these occurred in the year 1900, the others in 1901 between January 1 and December 1, making the number of accidents in eleven months 36 and the fatalities 41. Of those killed 17 were railway employees and 42 were not. Of the employees, 4 were crushed to death in collisions, 3 were coupling cars, 2 fell from freight cars, 1 was killed by an electric shock, 1 fell from an engine, and 6 were run over while crossing tracks in discharge of their duties. Of those not in railway employ, 18 were trespassers upon the tracks, 5 were stealing rides, 1 was attempting to board moving cars, 16 were killed upon crossings, 1 was fatally injured while unloading a freight car, 1 was run over by a street car.

No passenger was injured in a car and we are able to repeat the remarkable statement that since 1883 there has been but one accident upon a steam railroad in this state in which a passenger has been seriously hurt while being transported on a passenger train.

WORK OF THE BOARD.

During the calendar year 1901, the board heard and rendered reports and orders in ninety-nine cases, inspected all the railroads in the state as required by law, and issued a compilation of the laws pertaining to railroads. As in other years, much of the work consisted in bringing about satisfactory adjustments of difficulties between railroads and the public by correspondence and conference, without formal hearings or orders. No record is kept of such cases but in our judgment it is better for all concerned that agreements should be reached in this way, and whenever it is practicable we try to effect them. Oftentimes the corporations neglect to furnish what is desired because their managers do not know the wants of their patrons, and when the matter is called to their attention, they promptly grant all that is asked. In many other cases compromises are cheerfully accepted by both parties. Having in mind the fact

that we can go to places in which cases that must be heard arise, easier and cheaper than the parties and their witnesses and counsel can come to us, and also that views are often necessary to a full understanding of the testimony, it has been our policy to appoint most hearings away from our office and wherever those interested could reach them with the least trouble and expense. An earnest effort has been made to dispose of all pending cases before the publication of this report, and only those remain upon our docket that for good reason could not be heard.

THE LAWS.

The board has compiled and issued under separate covers, in connection with this report, "The Laws of New Hampshire relating to Railroads," copies of which may be had free upon application.

CHANGES IN THE BOARD.

Hon. Josiah G. Bellows of Walpole, who for seven years had been an able, conscientious, and faithful member and clerk of the board, was prostrated by illness in the autumn of 1900, and soon after resigned the clerkship, to which Edward B. S. Sanborn was elected. Later, finding himself unable to perform as much of the work as he had been accustomed to do, he insisted upon retiring from the board, which he did June 30, 1901, greatly to the regret of his associates and all others who knew him and appreciated the value of his services. He was succeeded by Francis C. Faulkner of Keene.

STREET RAILWAYS.

In no other class of commercial enterprises has public interest and investment so centered recently as in street railways, which not only afford to the residents of cities and suburban districts easy and cheap transportation in going to and from their homes and places of business but connect cities and villages and make accessible places of amusement and recreation which the American people are every year more and more in-

clined to patronize, especially on holidays and Sundays, the observances of which are rapidly being changed to conform to the European ideas of propriety and duty. Nevertheless, the original theory that a street railway was merely a private affair, or at most a purely local undertaking which required no state supervision, has not been altogether outgrown, and the policy which treats it as a charitable institution to be partially supported at the expense of the public treasuries by furnishing it with roadways, bridges, and terminals that the public is taxed to maintain, without exacting any compensation, still obtains in many places.

Street railways are not required to make returns to the interstate commerce commission or to any other board in most of the states. Consequently exact and complete statistics concerning them are not obtainable, but publishers of periodicals have from time to time with much labor and expense collected street railway data which are approximately correct. One of these is the "Street Railway Journal," a reliable authority on such subjects, which in its June issue printed a table showing the number of roads, their mileage, equipment, and capitalization on the first of January, 1901, and the increase during the twelve months next preceding, as follows:

STATES.	TOTAL RAILWAYS.				CAPITAL LIABILITIES.		INCREASE FOR YEAR.
	NO. OF ROADS.		CARBS.		TOTAL.		
	TRACK MILEAGE.		1899.	1900.	1899.	1900.	
NEW ENGLAND STATES.							
Maine.....	21	277	281	468	\$7,801,774	\$8,228,148	\$494,374
New Hampshire.....	31	87	121	184	1,731,500	2,542,800	\$811,300
Vermont.....	10	81	91	83	2,046,100	2,284,200	238,100
Massachusetts.....	118	1,846	1,973	8,118	71,308,643	83,344,168	12,035,525
Rhode Island.....	12	203	283	630	11,467,000	19,064,400	7,597,400
Connecticut.....	29	492	503	1,067	23,324,748	23,967,740	642,992
Total.....	200	2,986	3,262	10,550	\$117,679,765	\$139,431,456	\$21,751,691
EASTERN STATES.							
New York.....	91	2,493	2,554	11,634	\$434,911,877	\$450,898,656	\$15,986,779
New Jersey.....	31	1,750	1,786	1,740	88,689,902	96,197,428	7,506,526
Pennsylvania.....	99	1,993	2,119	6,039	226,178,764	240,278,942	14,100,178
Delaware.....	6	43	62	83	1,770,000	2,196,000	426,000
District of Columbia.....	5	227	227	893	38,820,000	46,330,000	6,510,000
Maryland.....	5	367	380	1,524	63,199,000	60,653,806	2,545,194
Virginia.....	16	224	248	459	16,415,450	18,430,250	2,014,800
West Virginia.....	7	81	105	120	2,960,000	7,157,000	4,207,000
Total.....	260	6,178	6,503	22,402	\$872,934,393	\$922,041,062	\$49,106,669
CENTRAL STATES.							
Michigan.....	32	602	827	1,379	\$35,090,980	\$47,436,000	\$12,345,020
Ohio.....	71	1,579	1,860	3,646	102,828,150	129,069,000	26,230,850
Indiana.....	26	577	685	949	31,190,450	43,932,600	12,762,150
Kentucky.....	10	208	231	682	14,170,900	15,320,200	1,149,300
Wisconsin.....	19	391	405	770	20,106,000	21,820,560	1,714,560
Illinois.....	53	1,558	1,773	7,120	224,512,985	241,372,060	16,869,075

RAILROAD COMMISSIONERS' REPORT.

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Minnesota.....	7	324	327	1,052	1,080	\$32,852,000	\$38,191,485	\$5,339,485
Iowa.....	22	320	342	1,590	1,590	17,544,000	16,856,000	688,000
Missouri.....	18	680	740	2,652	2,652	99,107,400	101,174,300	2,066,900
Total.....	268	6,348	7,180	18,860	19,651	\$577,403,335	\$655,261,205	\$77,857,870
SOUTHERN STATES.								
North Carolina.....	9	41	49	81	99	\$2,316,000	\$1,782,500	\$553,500
South Carolina.....	4	47	62	112	126	4,557,000	4,912,000	355,000
Georgia.....	13	247	272	397	401	11,303,400	15,305,400	4,002,000
Florida.....	7	66	66	99	91	1,895,300	1,785,300	110,000
Alabama.....	12	204	202	360	385	7,387,000	8,287,000	900,000
Mississippi.....	5	33	30	66	53	1,054,500	1,024,500	30,000
Tennessee.....	12	265	268	485	524	17,330,000	17,390,000	60,000
Louisiana.....	9	204	206	548	580	18,872,500	19,849,100	976,600
Arkansas.....	7	50	77	121	146	2,065,350	2,153,600	87,650
Total.....	78	1,158	1,230	2,269	2,415	\$83,781,650	\$72,489,400	\$5,707,750
WESTERN STATES.								
South Dakota.....	2	11	11	9	8	\$100,000	\$100,000	.....
Nebraska.....	7	174	174	343	398	8,732,500	8,787,500	\$55,000
Kansas.....	9	124	124	172	168	3,510,000	3,510,000	.....
Texas.....	21	301	301	509	490	10,544,000	11,410,000	866,000
Colorado.....	7	245	315	544	543	14,763,000	17,283,000	2,520,000
Montana.....	4	46	61	92	82	2,186,500	2,591,000	404,500
Idaho.....	1	4	4	2	1	54,000	54,000	.....
Utah.....	5	115	106	131	121	2,946,000	2,796,000	150,000
Washington.....	9	229	213	329	324	15,075,000	16,865,000	1,790,000
Oregon.....	7	137	144	244	273	4,086,500	5,243,500	1,157,000
California.....	37	267	327	1,563	1,922	71,062,750	72,135,680	1,072,930
Total.....	109	2,272	2,277	4,288	4,290	\$139,177,090	\$143,791,990	\$4,614,900
UNITED STATES.....	905	18,942	20,442	58,569	62,918	\$1,773,976,233	\$1,838,015,133	\$159,088,990

Of the 20,442 miles of track 330 miles were cable, 370 horse, and 428 were classed as miscellaneous, leaving 19,314 miles of electric track. Assuming that the increase in 1901 was the same as in 1900, the totals for the United States are now 21,942 miles of track, 67,267 cars, and \$2,092,054,033 capitalization, of which \$1,141,380,158 is in stock and \$950,673,873 in bonds. Add to this the floating indebtedness and the liabilities of street railway corporations average at least \$100,000 per mile of track, while the steam roads of the country, which in June, 1900, had 193,345 miles of line and 258,784 miles of track, were capitalized at \$11,491,034,960, an average of \$61,490 per mile of line and \$46,000 per mile of track, a contrast that can only be accounted for by assuming that the street railways are carrying capital liabilities at least double what it would cost to reproduce them.

New Hampshire has shared with other states the development of these enterprises and happily escaped the stockwatering that has attended it elsewhere. At the beginning of the year 1892 there were in the state but 51 miles of street car track, of which 28 were operated by horse power and 21 by electricity.

Following is a tabulation from the returns of the railroads in operation June 30, 1901:

NAME OF ROAD.	Track mileage.	Stock.	Bonds.	Current liabilities.	Receipts.	All expenses	Net income.
Chester & Derry.....	7.75	\$50,000.00	\$50,000.00	\$7,310.70	\$12,248.56	\$10,515.30	\$1,733.26
Concord.....	13.50	100,000.00	118,500.00	8,315.55	70,275.29	61,529.43	8,445.86
Exeter, Hampton & Amesbury.....	27.17	275,000.00	225,000.00	5,000.00	105,298.50	81,308.92	23,989.58
Keene Electric.....	6.52	120,000.00	60,000.00	24,596.03	16,246.82	14,518.97	1,627.85
Laconia.....	8.87	100,000.00	90,000.00	33,193.09	24,877.76	27,683.99	.....
Manchester.....	32.494	421,000.00	250,000.00	94,936.49	212,138.11	184,688.90	27,449.21
Nashua(a).....	15.50	300,000.00	150,000.00	19,744.49	12,500.00	500.00	12,000.00
Portsmouth(b).....	16.47	.....	443,244.76	.....	53,628.02	48,625.77	5,002.25
Springfield(c).....	2.25	12,000.00	.....	.....	.....	.....	.....
Union.....	7.95	100,000.00	100,000.00	3,894.36	45,234.76	28,369.79	16,864.97
Total.....	138.47	\$1,478,000.00	\$1,486,744.76	\$196,990.71	\$552,447.82	\$458,641.07	\$96,612.36

(a) The Nashua road is leased and returns as receipts only the rental.

(b) The cost of the Portsmouth road has not been capitalized but appears in the above table as bonds.

(c) The Springfield road is leased and makes no return of receipts or expenses.

ADDITIONS.

Since June 30 the Manchester road has been extended two miles at a cost of \$27,000, the Portsmouth about three miles at a cost of about \$15,000, and the Union, now the Dover, Somersworth & Rochester, about thirteen miles, which with power plant and park expenses adds \$400,000 to the capitalization of the new corporation. The Seabrook & Hampton, five miles long, has been completed and is now in operation, as is ten miles from the state line at Amesbury to South Hampton, Newton, and Plaistow, and there has also been built a road from Salem to Nashua, a distance of fourteen miles, all of which will be capitalized at about \$700,000. These expansions increase the mileage of the state to 185 miles and the total capitalization to \$4,288,934, an average of \$23,000 per mile.

THE CHESTER & DERRY.

This road has greatly improved physically and financially. It is mainly owned and managed by men who, in order to save it, were obliged to take it and assume its heavy obligations when the promoter, who partially constructed it, having got from those interested in the enterprise all the money he could, abandoned it and departed. For several years they found it impossible to meet the operating expenses and fixed charges and, though they charged nothing for their services as officers and managers, all its returns showed a deficit. But with rare courage and steadiness, they carried the load until 1900, when the balance was a small surplus, and during the year ending June 30, 1901, this was increased. In 1897 the total receipts of the road were \$10,044.28 and the deficit was \$647.09. In 1901 the receipts were \$12,240.56 and the surplus for the year was \$1,733.26. Much of the roadbed has been in the meantime rebuilt, and the equipment increased, and there is now promise that the owners will soon reap a reward for their investment of money and labor which has given the people of Chester and Derry street car connection.

THE CONCORD.

With the same mileage the Concord road increased its receipts from \$60,955 in 1900, to \$70,275.29 in 1901, and its net earnings from \$5,760.29 to \$11,970.65.

Since its return was made a controlling interest in its stock has passed into the hands of purchasers who have taken control of the property and propose to change the track into broad gauge and otherwise improve the plant. It will be operated in connection with the Boston & Maine branch to Manchester, making a through line from that city to Penacook.

THE DOVER, SOMERSWORTH & ROCHESTER.

The Dover, Somersworth & Rochester Street Railway is a new corporation formed by a consolidation, under authority of the legislature, of the Union Electric Company and the Rochester Street Railway Company whose franchises and properties it acquired by purchase. It has constructed and equipped a line from a junction point on its road from Dover to Somersworth, to Rochester, a distance of about twelve miles, and a loop of one and one half miles in Dover, and greatly amplified and improved its park, which is now the favorite outing place and pleasure-ground of the people of the three cities which the road connects.

The mileage of the road is twenty-three miles and its business since it was opened to Rochester has been very large. It is owned by the same parties as the Exeter, Hampton & Amesbury and has been leased to that corporation for ninety-nine years, thus practically incorporating it in what is known as the Lovell System, which embraces all the electrics in Rockingham county except the Portsmouth branch of the Boston & Maine.

THE EXETER, HAMPTON & AMESBURY.

This corporation reports the same mileage as last year with an increase of \$79,595.89 in liabilities, a gain in receipts from \$75,028.75 to \$105,298.50, and in divisible income from \$16,920.19 to \$23,989.58. It is owned by the same parties as the Seabrook & Hampton Beach and is to be run in connection

with that road and several branches in Massachusetts, which will contribute largely to its business.

THE LACONIA.

The returns of this corporation disclose a slight gain in receipts from operation expenses and interest charges which resulted in a deficit of \$2,806.23 as against a surplus of \$264.13 for the year ending June 30, 1900. The receipts from passengers, amounting to \$23,891.48, were nearly all absorbed in operating expenses, which were \$23,240.25. The road carries a floating debt of \$33,639.14 besides a bonded debt of \$90,000, and a stock issue of \$100,000, making a total of \$223,639.14 for 8.87 miles of narrow gauge track, of which about three miles are operated only in summer. It appears to lack the patronage necessary to support so costly an enterprise and the advantages it affords the people it serves are entirely at the expense of those who have furnished the funds invested in it.

THE MANCHESTER.

June 30, 1900, the track mileage of the Manchester Street Railway was 20.19 miles. A year later it was 32.494 and it is now 34.462. Of this, 27.311 miles is length of line. The extensions with the corresponding additions to equipment have not yet been capitalized but are represented in the current liabilities, which amounted on the 1st of December last to \$119,463.56. The receipts of the corporation increased from \$173,004.08 in 1900 to \$212,138.11 in 1901, and as the Goffe's Falls, Valley street, McGregorville, and Beech street extensions, which aggregate more than ten miles, were in operation but a month during the year covered by the return for 1901 it is to be expected that a large gain will be shown next year.

The stock of this corporation is all owned by the Manchester Traction, Light & Power Company, which operates the road in connection with several light and power plants. The operating expenses of the railway, which appear to be about 78 per cent of the receipts, are therefore, to some extent, determined by the bookkeeping.

THE BOSTON & MAINE ELECTRICS.

The Boston & Maine, having found its experiment with a street road in Portsmouth, Rye, and North Hampton satisfactory, has added to its mileage in these towns three miles and has now in operation there 20.3 miles of track, which will be still further extended next year. This corporation has also secured from the court a right to construct a line from Concord through the towns of Pembroke and Hooksett to Manchester, and from Manchester through the towns of Litchfield and Hudson to Nashua. The section between Concord and Manchester has been graded and will be completed and put in operation early next spring, and that between Manchester and Nashua is expected to materialize during the year. The length of these two branches will be about thirty miles.

PROPOSED ROADS.

The Berlin Electric Railway Corporation has taken all the preliminary steps towards the construction of a road through the streets of Berlin and to Gorham, a distance of eight miles, at an estimated cost of \$215,000.

A road has been chartered from Newport to Sunapee, a distance of seven miles, and the capital for the same has been secured.

The Keene Electric has procured a charter for an extension from Keene to Swanzey, six miles in length, and proposes to open it early in the spring.

The Exeter & Portsmouth Railway, twelve miles in length, has been chartered and capitalized and the Haverhill & Manchester, 27 miles long, has been chartered and located. Both are promised in the near future by those in control of the franchises.

STOCK AND BONDS.

In all cases when the board has been asked to authorize the issue of securities for the purpose of constructing and equipping railroads, it has required the petitioners to furnish estimates in detail by competent and reliable engineers of the cost.

of the construction and equipment as proposed, or if the work has been done and the expense incurred, to produce testimony showing exactly what the expenditure has been. This has enabled us to limit capitalization to the actual cost, when roads which are proposed are produced in accordance with the specifications upon which the estimates are based.

During the year we have approved the issue of the following securities: Of \$110,000 stock and \$105,000 bonds by the Berlin Street Railway; of \$300,000 stock and \$300,000 bonds by the Dover, Somersworth & Rochester Street Railway, \$200,000 of these amounts being substituted for the capitalization of the Union Railway; of \$50,000 stock and \$45,000 bonds by the Seabrook & Hampton Beach Street Railway; of \$150,000 stock and \$145,000 bonds by the Exeter & Portsmouth Railway; of \$60,000 stock by the Keene Electric Railway; of \$150,000 of stock and \$145,000 of bonds by the Haverhill, Plaistow & Newton Street Railway.

We have also approved the issue of \$150,000 bonds by the Nashua Street Railway for the purpose of refunding an equal amount previously issued.

FENDERS.

The legislature of 1901 passed a law requiring street railroads to equip their cars with fenders whenever the commission should so direct. Such investigation as we have been able to make among motormen and others familiar with the running of cars leaves us greatly in doubt whether the ordinary fender, which projects twenty-two inches from the car close to and parallel with the track, does not, under such conditions as exist in New Hampshire, cause more accidents by tripping people, who are attempting to dart across in front of moving cars, than it prevents, and we have therefore made no order on the subject. But with two exceptions the street roads of the state have, of their own motion, supplied their cars with fenders, and one of these two is about to do so. This action has not been taken because managers are fully convinced that the device is really a safety appliance, but because whenever a person is run

over by a car without a fender it is always contended that the injury would have been avoided if the corporation had not been guilty of negligence in failing to properly equip the car.

RAILROAD TAXES.

NAMES OF ROADS.	Valuation.	Amount in towns.	Value for taxation.	Tax.
Boston & Lowell.....	\$60,000	\$9,200	\$50,800	\$858.52
Boston & Maine.....	4,125,000	160,000	3,965,000	67,008.50
Concord & Claremont.....	600,000	3,800	596,200	10,075.78
Concord & Montreal.....	7,352,000	131,000	7,221,000	122,034.90
Concord & Portsmouth.....	600,000	.....	600,000	10,140.00
Connecticut River.....	325,000	14,400	310,600	5,249.14
Fitchburg.....	1,635,000	33,800	1,601,200	27,060.28
Grand Trunk.....	400,000	11,500	388,500	6,585.65
Manchester & Lawrence.....	1,500,000	3,300	1,496,700	25,294.23
Mount Washington.....	125,000	.....	125,000	2,112.50
Nashua, Acton & Boston.....	20,000	2,000	18,000	304.20
Nashua & Lowell.....	400,000	27,600	372,400	6,293.56
Northern.....	2,250,000	11,300	2,238,700	37,534.03
Pemigewasset Valley.....	160,000	.....	160,000	2,704.00
Peterborough.....	50,000	700	49,300	833.17
Peterborough & Hillsborough.....	70,000	.....	70,000	1,183.00
Portland & Ogdensburg.....	300,000	3,236	296,764	5,015.31
Sullivan County.....	750,000	.....	750,000	12,675.00
Suncook Valley.....	140,000	4,500	135,500	2,289.95
Upper Coos.....	80,000	500	79,500	1,343.55
Whitefield & Jefferson.....	125,000	.....	125,900	2,112.50
Wilton.....	300,000	2,100	297,100	5,034.51
Worcester, Nashua & Rochester..	1,200,000	13,900	1,186,000	20,045.09
Concord Street Railway.....	50,000	1,000	49,000	828.10
Laconia & Lake Village St. Ry....	45,000	10,000	35,000	591.50
Manchester Street Railway.....	250,000	3,000	247,000	4,174.30
Nashua Street Railway.....	100,000	4,530	95,000	1,613.44
Union Electric Co. St. Railway....	100,000	.....	100,470	1,690.00
Total.....	\$23,112,000	\$451,366	\$22,660,634	\$382,964.71

The railroad tax is paid by the corporations to the state treasurer, and divided as follows: One entire fourth part to towns through which the roads pass, for right of way and buildings, proportioned to expenditure for the same; the other three fourths to each town in the state, such portion thereof as the number of shares owned in said town bears to the whole number of shares in the corporation; and the balance of the said three fourths (non-resident) directly to the state, and is a part of its revenue.

The expense of the railroad commission is met by a tax levied on the gross receipts of the railroads. Its amount is \$7,343.67 against \$7,333.97 for 1900.

SALARIES AND EXPENSES OF RAILROAD COMMISSIONERS.

NAMES.	Gross receipts.	Proportion of expenses.
Boston & Maine.....	\$5,774,000	\$5,774.00
Grand Trunk.....	390,670	390.67
Mt. Washington.....	26,000	26.00
Portland & Ogdensburg.....	280,000	280.00
Sullivan County.....	378,000	378.00
Upper Coos.....	82,000	82.00
Concord Street.....	68,000	68.00
Laconia Street.....	24,000	24.00
Manchester Street.....	210,000	210.00
Nashua Street.....	69,000	69.00
Union Electric Co. (Dover).....	42,000	42.00
Total.....	\$7,343,670	\$7,343.67

Proportion of other roads included in Boston & Maine.

PART II.

RAILROAD RETURNS.

REPORT

OF THE

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$1,457,632.96
Operating expenses	1,319,613.63
Net earnings from operation	\$138,019.33
Charges upon income accrued during the year:	
Interest on funded debt	\$206,280.00
Taxes	39,575.64
Total charges and deductions from income	245,855.64
Deficit	\$107,836.31
Dividends declared, 6 per cent on common stock	329,040.00
Deficit* for the year ending June 30, 1901	\$436,876.31
EARNINGS FROM OPERATION.	
Gross receipts from passengers	\$255,869.62
Mails	25,465.15
Express	29,210.98
Total earnings, passenger service	\$310,545.75
Gross receipts from freight	1,145,640.43
Rents not otherwise provided for	1,446.78
Gross earnings from operation	\$1,457,632.96

* Paid by the Grand Trunk Railway Company, lessees.

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers	\$7,917.47
Salaries of clerks and attendants	9,846.04
General office expenses and supplies	2,887.39
Insurance	5,329.26
Law expenses	7,275.11
Stationery and printing (general offices)	1,050.67
Other general expenses	2,084.36
Total	\$36,390.30
Maintenance of way and structures:	
Repairs of roadway	\$87,282.47
Renewals of rails	51,209.57
Renewals of ties	31,545.15
Repairs and renewals of bridges and culverts	33,046.96
Repairs and renewals of fences, road crossings, signs, and cattle guards	5,467.99
Repairs and renewals of buildings and fixtures	48,225.20
Repairs and renewals of docks and wharves	25,894.59
Repairs and renewals of telegraph	32.19
Stationery and printing	21.69
Other expenses of maintaining way and structures	10.50
Total	282,736.31
Maintenance of equipment:	
Superintendence	\$10,738.72
Repairs and renewals of locomotives	49,162.13
Repairs and renewals of passenger cars	20,079.44
Repairs and renewals of freight cars	69,989.45
Repairs and renewals of work cars	2,251.22
Repairs and renewals of shop machinery and tools	4,607.75
Stationery and printing	466.11
Other expenses of maintaining equipment	6,043.82
Total	\$163,338.64
Conducting transportation:	
Superintendence	\$3,184.53
Engine and roundhouse men	134,039.20
Fuel for locomotives	351,199.07
Water supply for locomotives	10,906.27
Oil, tallow, and waste for locomotives	7,567.01
Other supplies for locomotives	2,291.85
Train service	75,734.69

Train supplies and expenses	\$10,998.58
Switchmen, flagmen, and watchmen	36,921.28
Telegraph expenses	29,687.76
Station service	91,849.42
Station supplies	7,172.86
Car mileage—balance	26,624.43
Hire of equipment	1,161.19
Loss and damage	3,021.56
Injuries to persons	14.00
Clearing wrecks	6,706.77
Operating marine equipment	70.00
Advertising	5,793.32
Outside agencies	20,301.02
Commissions	5,048.59
Stock yards and elevators	1,443.35
Stationery and printing	4,774.05
Other expenses of conducting transportation	637.58
Total	837,148.38
Recapitulation:	
General expenses	\$36,390.30
Maintenance of way and structures	282,736.31
Maintenance of equipment	163,338.64
Conducting transportation	837,148.38
Total operating expenses	\$1,319,613.63
Percentage of operating expenses to gross earnings	90.53
GENERAL BALANCE SHEET.	
Cost of road	\$8,922,000.00
Capital stock, common	\$5,484,000.00
Funded debt	3,438,000.00
Total	\$8,922,000.00
CAPITAL STOCK.	
Capital stock authorized by law, common	\$5,484,000.00
Capital stock authorized by votes of company, common	5,484,000.00
Capital stock issued and outstanding, common	5,484,000.00
Number of shares issued and outstanding, common, federal	215

Number of shares issued and outstanding, common, sterling	11,285
Total number of shares outstanding	11,500
Number of stockholders, common	1,647

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage.....	6 %	1884	\$1,499,916.00	\$89,994.96
Second mortgage.....	6 %	1891	712,932.00	42,775.92
Third mortgage	6 %	1909	786,984.00	47,219.04
Balance on exchange of bonds..	6 %	.....	168.00	10.08
<i>Island Pond to Canadian Boundary Line.</i>				
Island Pond 6% Debentures, £90,000 sterling.....	6 %	.....	438,000.00	26,280.00
Total.....	.....	.....	\$3,438,000.00	\$206,280.00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:		
Number of passengers carried paying revenue	295,774	
Number of passengers carried one mile	14,088,247	
Number of passengers carried one mile per mile of road operated	84,573	
Average length of journey per passenger, miles	47.63	
Average amount received from each passenger	\$0.86508	
Average amount received per passenger per mile carried . . . . .	.01816	
Passenger earnings (gross) per mile of road operated	1,864.24	
Passenger earnings (gross) per passenger-train mile run . . . . .	.84112	
Freight traffic:		
Number of tons of freight hauled earning revenue	1,708,897	
Number of tons of freight hauled one mile	217,395,374	
Number of tons of freight hauled one mile per mile of road operated	1,305,051	
Average length of haul per ton	127.21	
Average amount received for each ton of freight	\$0.67040	

Average amount received per ton per mile hauled	\$0.00527
Freight earnings (gross) per mile of road operated	6,877.42
Freight earnings per freight-train mile run	1.67368
Operating expenses:	
Operating expenses per mile of road operated	7,921.80
Operating expenses per revenue-train mile run	1.25235
Train mileage:	
Miles run by passenger trains	369,205
Miles run by freight trains	684,503
Total mileage of trains earning revenue	1,053,708
Miles run by switching trains	287,243
Miles run by construction and other trains	97,254
Total train mileage	1,438,205
Fares and freights:	
Average rate of fare per mile on single local tickets	1.859 cents
Average rate of fare per mile on commutation tickets	1.471 "
Average rate of fare per mile on mileage tickets	2.000 "
Average rate of fare per mile on season tickets	0.940 "
Average rate of fare per mile on joint tickets	2.138 "
Average rate of freight per ton mile on local way-bill	1.713 "
Average rate of freight per ton mile on joint way-bill	0.361 "
Average number of persons employed	1,143
RAILROAD OWNED.	
Length of main line in New Hampshire	52.060 miles
Total length of main line	165.220 "
Length of side track, etc., in New Hampshire	14.640 "
Total length of side track, etc.	64.700 "
Total length of track owned in New Hampshire	66.700 "
Total length of track owned	229.920 "
RAILROAD OPERATED.	
Length of main line in New Hampshire	52.060 miles
Total length of main line	165.220 "
Total length of branch line	1.360 "
Total length of line operated in New Hampshire	52.060 "

Total length of line operated	166.580 miles
Length of side track, etc., in New Hampshire	14.640 "
Total length of side track, etc.	64.700 "
Total length of track operated in New Hampshire	76.700 "
Total length of track operated	231.280 "

RAILROAD CROSSINGS IN NEW HAMPSHIRE.

Crossings with Highways.

Number of crossings of company's railroad with highways at grade	22
Number of highway grade crossings protected by flagmen	1
Number of highway crossings unprotected	21
Number of highway bridges less than 18 feet above track	3
Height of lowest highway bridge above track	16 ft. 6 in.

Crossings with Other Railroads.

Number of railroad crossings at grade (Maine Central Railroad at Beatties)	1
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RAILROAD BRIDGES IN NEW HAMPSHIRE.

Total length of pile and trestle bridging (in feet)	200
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LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on all lines operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.. . . .	.....	.....	.....	1	.....	1	.....	.....
Employees.. . . .	2	16	.....	6	2	22	7	59
Others.....	.....	.....	.....	2	.....	2	1	6
Total....	2	16	.....	9	2	25	8	65

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

Getting on or off trains in motion	5
Coupling cars	4
Falling off cars, switch stands, etc.	4
Collisions	3
Struck by train	1
Other causes	10

NEW BRIDGES.*

No.	Description of bridge (if any) replaced.	Description of new bridge.	Length of spans.
162½	Iron girder.....	Steel deck girder.....	41 feet 8 inches.
163½	" "	" I beam girder.....	23 " 4 "
168½	" "	" " "	22 " 2 "
170½	" "	" deck girder	54 " 8 "
171½	" "	" I beam "	23 " 2 "
172½	" "	" deck "	54 " 8 "
172½	" "	" I beam "	22 " 2 "
175½	Phoenix truss.....	" deck plates.....	{ 91 " 2 " 105 " 5 "
180	" "	" through truss.....	130 " 1½ "
185½	Iron girder.....	Through plate girder....	63 " 9 "
186½	Phoenix truss.....	" " "	86 "
187½	" "	" " "	77 " 6 "
188½	Iron girder.....	Steel I beam "	28 " 6 "
188½	" "	" deck "	50 "
191	" "	" " "	53 " 8 "
196½	" "	" I beam "	23 " 4 "
199½	" "	" " "	20 " 6 "
204½	" "	" deck "	54 " 8 "
206½	Phoenix truss.....	Through truss.....	155 " 3 "
204½	" "	" plate girder....	65 " 6 "
207½	Iron girder.....	Steel I beam "	28 " 6 "
209½	" "	" " "	25 "
207½	" "	" " "	23 " 4 "
209½	" "	" " "	28 " 6 "
209½	" "	" " "	28 " 6 "

* All bridges constructed by the Detroit Bridge Co.

PROPER ADDRESS OF THE COMPANY.

**ATLANTIC & ST. LAWRENCE RAILROAD COMPANY,
PORTLAND, ME.**

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George B. Reeve, president, Montreal, P. Q.; George P. Wescott, vice-president, Portland, Me.; Walter W. Duffett, treasurer and clerk, Portland, Me.; Clarence A. Hight, solicitor, Portland, Me.; Henry W. Walker, general auditor, Montreal, P. Q.; John W. Loud, freight traffic manager, Montreal, P. Q.; William E. Davis, passenger traffic manager, Montreal, P. Q.; John Pullen, general freight agent, Montreal, P. Q.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George B. Reeve, Montreal, P. Q.; George P. Wescott, Franklin R. Barrett, Walter W. Duffett, Stephen R. Small, William W. Brown, Edward A. Noyes, Philip G. Brown, Portland, Me.; John W. Loud, Montreal, P. Q.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

F. R. BARRETT,
W. W. DUFFETT,
Directors.

W. W. DUFFETT,
Treasurer.

STATE OF MAINE.

CUMBERLAND, ss. Portland, September 30, 1901. Then personally appeared the above-named W. W. Duffett and F. R. Barrett and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CLARENCE A. HIGHT,
Notary Public.

REPORT

OF THE

BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation	\$30,800,914.84	
Operating expenses	21,522,187.38	
Net earnings from operation		\$9,278,727.46
Dividends received on stocks owned:		
Maine Central Railroad, 25,160 shares, 6 per cent	\$150,960.00	
Portland & Ogdensburg Railroad, 3,952 4-10 shares, 2 per cent	7,904.80	
St. Johns Bridge & Ry. Extn. Co. (par \$50), 240 shares, 10 per cent	1,200.00	
Owned by C. & M. R. R.:		
Suncook Valley Railroad, 630 3-5 shares, 6 per cent	3,783.60	
Pemigewasset Valley Company, 381 shares, 6 per cent	2,286.00	
New Boston Railroad, 100 shares, 4 per cent	400.00	
Mt. Washington Railway, 1,099 shares, 3 per cent	3,297.00	
Owned by C. & P. R. R.:		
Mt. Washington Railway, 194 shares, 3 per cent	582.00	
Owned by Conn. River R. R.:		
Vermont Valley Railroad Company (par \$50), 9,734 shares, 6 per cent	29,202.00	
Owned by B. & L. R. R.:		
Peterborough Railroad, 331 shares, 4 per cent	1,324.00	

Owned by F. R. R.:		
Windsor Bridge Company, 14½ shares, 6 per cent	\$87.00	
Total		\$201,026.40
Interest received on bonds owned:		
Central Massachusetts Railroad, \$100,000, one year at 5 per cent	\$5,000.00	
Woodsville Aqueduct Company:		
Owned by B. & M. Railroad, \$5,450, one year at 4 per cent	218.00	
Owned by C. & M. Railroad, \$10,000, one year at 4 per cent	400.00	
Total		5,618.00
Miscellaneous income, less expense of collecting:		
Rents, tenements, land, etc., \$359,-465.04; less expense, \$48,404.70	\$311,060.34	
Bridge tolls, \$8,937.00; less expenses, \$1,430.00	7,507.00	
Interest received	35,544.82	
Sundry items	12,519.00	
Total		366,631.16
Gross income above operating expenses		\$9,852,003.02
Charges upon income accrued during the year:		
Interest on funded debt		\$1,212,951.57
Interest and discount on unfunded debts and loans, real estate mortgages, etc.		55,636.66
Taxes, \$1,495,844.54, plus revenue stamp tax, \$51,470.51		1,547,315.05
Rentals of leased roads:		
Fitchburg	\$1,780,940.00	
Boston & Lowell	764,069.50	
Concord & Montreal	773,730.50	
Connecticut River	359,175.00	
Worcester, Nashua & Rochester	250,000.00	
Vermont & Massachusetts	244,580.00	
Connecticut & Passumpsic Rivers	213,000.00	
Northern	216,104.00	
Central Massachusetts	163,627.45	
Nashua & Lowell	73,000.00	
Lowell & Andover	52,500.00	
Manchester & Lawrence	112,960.00	
Stony Brook	21,500.00	

Wilton	\$20,400.00	
Peterborough	15,700.00	
Concord & Portsmouth	25,000.00	
Pemigewasset Valley	32,790.00	
Suncook Valley	14,700.00	
Massawippi Valley	40,000.00	
Kennebunk & Kennebunkport	2,925.00	
New Boston	2,800.00	
Troy & Bennington	15,400.00	
	<u>\$5,194,901.45</u>	
Newport & Richford, \$17,500; sublet to Canadian Pacific for \$18,000; credit	500.00	
Total		5,194,401.45
Payments to sinking and other special funds:		
Sinking fund, Eastern Railroad	\$100,000.00	
Sinking fund, Boston & Maine Railroad	51,285.00	
Total payments		151,285.00
Total charges and deductions from income		<u>\$8,161,589.73</u>
Net divisible income		<u>\$1,690,413.29</u>
Dividends declared during the year payable on—		
October 1, 1900, 1¼ per cent on \$20,081,100, common	\$351,419.25	
January 1, 1901, 1¼ per cent on \$20,082,500, common	351,443.75	
April 1, 1901, 1¼ per cent on \$20,766,600, common	363,415.50	
July 1, 1901, 1¼ per cent on \$22,230,200, common	389,028.50	
September 1, 1900, 3 per cent on \$3,149,800, preferred	94,494.00	
March 1, 1901, 3 per cent on \$3,149,800, preferred	94,494.00	
Amount paid in lieu of dividends on stock issued in exchange for stock of roads purchased	705.39	
Total dividends declared		<u>1,645,000.39</u>
Surplus for the year ending June 30, 1901		<u>\$45,412.90</u>
Amount of surplus June 30, 1900		1,519,752.55
Total surplus June 30, 1901		<u>\$1,565,165.45</u>

EARNINGS FROM OPERATION.	
Gross receipts from passengers	\$11,266,625.94
Deductions:	
Tickets redeemed	\$20,660.00
Excess fares refunded	98,208.45
Total deductions	118,868.45
Net revenue from passengers	\$11,147,757.49
From mails	438,760.43
From express	801,681.05
From extra baggage and storage	137,960.97
Total earnings, passenger service	\$12,526,159.94
Gross receipts from freight	\$17,660,414.48
Overcharge to shippers	222,497.88
Net revenue from freight	\$17,437,916.80
From stock yards	5,110.27
From elevators	327,768.54
Other earnings, freight service:	
Switching	141,910.74
Storage and miscellaneous	295,809.33
Total earnings, freight service	\$18,208,515.48
Total passenger and freight earnings	\$30,734,675.42
Other earnings from operation:	
Telegraph companies	5,700.78
Rentals from tracks, yards, and terminals	38,506.13
From other sources:	
Steamer Mount Washington	18,530.98
Steamer Lady of the Lake	3,501.53
Gross earnings from operation	\$30,800,914.84
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers	\$87,652.92
Salaries of clerks and attendants	223,073.89
General office expenses and supplies	42,403.25
Insurance	145,301.71
Law expenses	185,232.14

Stationery and printing (general offices)	\$14,767.43
Miscellaneous expenses	102,951.11
Total	\$801,382.45
Maintenance of way and structures:	
Repairs of roadway	\$2,013,257.28
Renewals of rails	179,830.80
Renewals of ties	477,992.95
Repairs and renewals of bridges and culverts	243,355.96
Repairs and renewals of fences, road crossings, signs, and cattle guards	126,243.24
Repairs and renewals of buildings and fixtures	440,777.10
Repairs and renewals of docks and wharves	19,715.50
Repairs and renewals of telegraph	8,700.76
Stationery and printing	4,406.15
Repairs of electric line	834.20
Miscellaneous expenses	528.19
Total	\$3,515,642.13
Maintenance of equipment:	
Superintendence	\$92,086.23
Repairs and renewals of locomotives, including \$403,131.72, new locomotives	1,379,836.75
Repairs and renewals of passenger cars, including \$57,046.18, new passenger cars	743,593.73
Repairs and renewals of freight cars, including \$288,386.41, new freight cars	1,126,919.96
Repairs and renewals of work cars	24,984.39
Repairs and renewals of shop machinery and tools	119,103.40
Stationery and printing	7,192.60
Miscellaneous expenses, watching, etc.	66,813.54
Total	\$3,560,530.60
Conducting transportation:	
Superintendence	\$410,721.92
Engine and roundhouse men	1,909,131.73
Fuel for locomotives	3,322,981.17
Water supply for locomotives	137,541.59
Oil, tallow, waste for locomotives	40,218.23
Other supplies for locomotives	48,330.93
Train service	1,620,107.28
Train supplies and expenses	414,482.64
Switchmen, flagmen, and watchmen	1,457,949.97
Telegraph expenses	296,770.84
Station service	2,157,408.11

Station supplies	\$296,194.23
Car mileage—balance	603,338.37
Loss and damage	86,924.40
Injuries to persons	264,591.14
Clearing wrecks	37,260.24
Operating marine equipment	20,496.57
Advertising	80,994.83
Outside agencies	88,879.99
Stock yards and elevators	87,754.67
Rentals for tracks, yards, and terminals	52,045.95
Rentals of buildings and other property	19,950.00
Stationery and printing	175,129.25
Miscellaneous expenses	1,374.25
Electric motive power	14,053.90
Total	\$13,644,632.20
Recapitulation:	
General expenses	\$801,382.45
Maintenance of way and structures	3,515,642.13
Maintenance of equipment	3,560,530.60
Conducting transportation	13,644,632.20
Total operating expenses	\$21,522,187.38
Percentage of operating expenses to gross earnings	69.875

GENERAL BALANCE SHEET.

Cost of road	\$41,815,846.04
Cost of equipment	5,203,062.08
Real estate, Nashua	\$215,197.55
Real estate, Fabyans	1,631.98
Land at:	
Dover	13,183.69
Old Orchard, Me.	7,648.52
Portland, Me.	31,135.40
Saco and Biddeford, Me.	23,350.00
Wakefield, Mass.	3,300.00
Chelmsford, Mass.	1,500.00
Lowell, Mass.	4,613.80
Newburyport, Mass.	4,400.00
Bar Harbor, Me.	45,104.37
Manchester, Mass.	1,000.00
East Boston, Mass.	20,625.00
Somerville, Mass.	412,630.57
Lynn, Mass.	70,483.15
Charlestown, Mass.	53,457.06
Melrose Highlands and Melrose, Mass.	9,000.00

Beverly, Mass.	\$9,274.25	
Harrisville	150.00	
Portsmouth	4,725.70	
Marlborough	65.00	
Marblehead, Mass.	8,606.74	
Peabody, Mass.	2,327.60	
East Cambridge, Mass.	42,662.75	
Arlington, Mass.	5,515.46	
Malden, Mass.	27,496.63	
Rockport, Mass.	3,935.28	
Hamilton, Mass.	5,000.00	
Medford, Mass.	20,651.90	
Everett, Mass.	27,824.65	
Cliftondale, Mass.	4,565.00	
Wellington, Mass.	9,100.00	
Newbury, Mass.	300.00	
Hillsborough	1,700.64	
Rochester	2,200.00	
Georgetown, Mass.	825.00	
Charlestown, Mass.	193,072.31	
Worcester, Mass.	1,164.00	
Chelsea, Mass.	7,500.00	
Revere, Mass.	19,000.00	
Saugus, Mass.	525.00	
Danvers, Mass.	1,000.00	
Salem, Mass.	1,000.00	
Fremont	400.00	
Exeter	300.00	
Valley Falls, N. Y.	2,342.50	
Land on line of N. A. & B. Branch	334.00	
Total		\$1,321,825.50
Stock of:		
Boston & Maine Railroad, 11,282 shares	\$1,293,559.95	
Maine Central Railroad, 25,160 shares	2,516,000.00	
York Harbor & Beach Railroad (par \$50), 4,971 shares	248,550.00	
Portland & Ogdensburg Railroad, 3,952 4-10 shares	146,238.80	
Portland Union Railway Station Company, 250 shares	25,000.00	
Portland, Mt. Desert & Machias Steamboat Company (par \$50), 300 shares	15,000.00	
St. Johnsbury & Lake Champlain Railroad (par \$50), 809 shares	4,303.56	
Newburyport R. R., 1,370 shares	4,110.00	
Danvers Railroad, 471 shares	2,345.00	
Portsmouth Bridge, 400 shares	4,000.00	

St. John Bridge & Railway Extension Company (par \$50), 240 shares	\$684.00	
Montreal & Atlantic Railway Company, 373 shares	3,000.00	
Concord & Claremont Railroad, 32 shares	640.00	
Proprietors Wells River Bridge, 1 share	90.00	
Fitchburg Railroad Company, 54,547 shares	5,454,549.75	
Total		\$9,718,071.06
Bonds of:		
Newburyport Railroad, \$300,000	\$298,464.95	
Danvers Railroad, \$125,000	125,000.00	
St. Johnsbury & Lake Champlain Railroad, \$432,000	432,000.00	
Central Massachusetts Railroad, \$100,000	100,000.00	
Woodsville Aqueduct Company, \$5,450	5,618.50	
Total bonds		961,083.45
Other permanent property:		
Steamer Mt. Washington and wharves	\$69,260.24	
Richford, Vt., elevator	52,261.43	
Total		121,521.67
Total permanent investments		\$59,141,409.80
Cash	\$1,953,436.58	
Bills receivable	830,584.35	
Due from agents	1,546,190.35	
Traffic balances due from other companies	309,994.16	
Due from solvent companies and individuals	2,963,203.40	
Sinking and other special funds	1,053,520.03	
Total cash and current assets		8,656,928.87
Material and supplies	\$2,669,746.16	
Other assets and property: Prepaid insurance premiums, etc.	128,069.04	
Elimination grade crossings in process	226,748.06	
Total miscellaneous assets		3,024,563.26
Total		\$70,822,901.93

Capital stock, common:		
Boston & Maine	\$23,361,800.00	
Boston & Maine scrip	1,863.04	
Portsmouth, Saco & Portsmouth	3,200.00	
Portsmouth & Dover	307.66	
		\$23,367,170.70
Capital stock, preferred		3,149,800.00
Total capital stock		\$26,516,970.70
Premium on Boston & Maine Railroad common stock sold		1,829,800.40
Funded debt		28,794,914.96
Real estate mortgages		594,800.00
Current liabilities:		
Loans and notes payable	\$500,000.00	
Audited vouchers and accounts	1,711,838.69	
Salaries and wages	470,628.04	
Traffic balances due to other companies	1,051,245.20	
Dividends not called for	12,616.25	
Matured interest coupons unpaid (including coupons due July 1)	247,729.95	
Rentals due and unpaid (including rentals due July 1)	1,188,599.01	
Miscellaneous accrued liabilities:		
Concord & Montreal Railroad improvement fund	189,960.24	
Dividend on common stock, due July 1, 1901	389,028.50	
Total current liabilities		5,761,645.88
Accrued liabilities:		
Interest accrued and not yet due	\$295,494.97	
Taxes accrued and not yet due	552,059.33	
Rentals accrued and not yet due	436,965.63	
Total accrued liabilities		1,284,519.93
Amounts due leased roads at termination of leases		2,100,537.44
Sinking and other special funds:		
Sinking funds for redemption of Boston & Maine Railroad bonds	\$1,045,306.42	
Sinking funds for redemption of Eastern Railroad bonds	87,476.04	
Injury fund	150,000.00	
Contingent fund	150,000.00	
Suspense account	941,764.71	
Total sinking and other special funds		2,374,547.17

Profit and loss balance—surplus		\$1,565,165.45
Total		\$70,822,901.93
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
Additions to construction account:		
Grading and masonry	\$32,934.40	
Bridging	808.22	
Superstructure, including rails	3,331.61	
Lands, land damages, and fences	23,184.66	
Engineering and other expenses incident to construction	404.27	
Elimination of grade crossings	231,250.05	
Portsmouth Electric Railway con- struction	4,671.63	
Central Massachusetts Railroad purchase	5,240,460.53	
Total additions to construction account		\$5,537,045.37
Additions to equipment account under Central Massachusetts purchase:		
Locomotives (10 in number)	\$74,700.00	
Cars for passenger service (20 in number)	107,075.00	
Cars for freight service (300 in number)	120,375.00	
Electric Street Railway equipment	50,837.17	
Total additions to equipment account		352,987.17
Other additions to property accounts:		
1 share Eastern Railroad common stock (being last outstanding share)	\$216.25	
54,547 shares Fitchburg Railroad common stock, received in ex- change for Boston & Maine Railroad 3 per cent bonds	5,454,549.75	
1 share stock, proprietors Wells River bridge	90.00	
Land at:		
Somerville, Mass.	1,511.61	
Lynn, Mass.	6,616.25	
Peabody, Mass.	201.35	
Charlestown, Mass.	77,906.35	
Worcester, Mass.	1,164.00	
Fremont	400.00	

Valley Falls, N. Y. . . .	\$2,342.50	
Exeter	300.00	
Arlington, Mass. . . .	505.14	
		\$5,545,803.20
Total additions to property accounts . .		\$11,435,835.74
Deductions from property accounts:		
6,795 shares Boston & Maine Railroad common stock sold* . .	\$779,070.45	
1,250 shares Franklin & Tilton Railroad stock transferred to improvement account, Northern Railroad	125,000.00	
Land at Manchester sold	3,325.00	
Land at Arlington transferred to separation of grade crossing . .	1,241.60	
Land at North Cambridge sold . .	174.36	
Total deductions from property accounts .		908,811.41
Net addition to property accounts for the year		\$10,527,024.33
CAPITAL STOCK.		
Capital stock authorized by law, common . .		\$23,996,725.30
Capital stock authorized by law, preferred . .		3,149,800.00
Total capital stock authorized by law . .		\$27,146,525.30
Capital stock authorized by votes of company, common		\$23,653,125.30
Capital stock authorized by votes of company, preferred		3,149,800.00
Total capital stock authorized by vote . .		\$26,802,925.30
Capital stock issued and outstanding, common .		\$23,361,800.00
Capital stock issued and outstanding, preferred .		3,149,800.00
Total capital stock outstanding		\$26,511,600.00
32 shares capital stock Portland, Saco & Portsmouth R. R. Co., to be exchanged for Boston & Maine common		3,200.00

* The premium over ledger value of \$511,979.55 has been used to pay for improvements and this amount is included in the item of "Premium on Boston & Maine Railroad common stock sold" on page 19.

4 shares capital stock Portsmouth & Dover Railroad to be exchanged for B. & M. common	\$307.66
Boston & Maine Railroad common stock scrip convertible into stock	1,863.04
Total capital stock liability	\$26,516,970.70
Number of shares issued and outstanding, common	233,618
Number of shares issued and outstanding, preferred	31,498
Total number of shares outstanding	265,116
Number of stockholders, common	6,562
Number of stockholders, preferred	667
Total number of stockholders	7,229
Number of stockholders in New Hampshire, common	1,413
Number of stockholders in New Hampshire, preferred	75
Total stockholders in New Hampshire	1,488
Amount of stock held in New Hampshire, common	\$2,542,000.00
Amount of stock held in New Hampshire, preferred	368,000.00
Total stock held in New Hampshire	\$2,910,000.00

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when due	Amount.	Interest paid during year.
Land in Charlestown, Mass.	4 %	Sept. 1, 1906	\$594,800.00	\$23,792.00
Total.....			\$594,800.00	\$23,792.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Boston & Maine Railroad bonds	4½%	Jan. 1, 1944	\$6,000,000.00	\$270,450.00
“ “ “ “	4%	Aug. 1, 1942	2,500,000.00	99,720.00
“ “ “ “	3%	July 1, 1950	5,454,000.00	81,262.50
Boston & Maine Railroad Impt. bonds	4%	Feb. 2, 1905	1,000,000.00	40,000.00
Boston & Maine Railroad Impt. bonds	4%	Feb. 1, 1907	500,000.00	20,000.00
Boston & Maine Railroad Impt. bonds	4%	Feb. 1, 1937	1,919,000.00	76,760.00
Eastern Railroad certificates of indebtedness, U. S. gold	6%	Sept. 1, 1906	6,692,500.21	403,335.00
Eastern Railroad certificates of indebtedness, £ sterling	6%	“	1,515,914.75	92,137.44
Portsmouth, Great Falls & Conway Railroad bonds	4½%	June 1, 1937	998,000.00	45,337.50
Portsmouth, Great Falls & Conway Railroad bonds, 7%	4½%	Dec. 1, 1892	*2,000.00	.....
Portland & Rochester Railroad term bonds	4%	Oct. 1, 1907	113,500.00	4,320.00
Central Massachusetts Railroad bonds	5%	Oct. 1, 1906	2,000,000.00	†100,000.00
Central Massachusetts Railroad bonds	5%	“	100,000.00	†5,000.00
Total			\$28,794,914.96	\$1,238,322.44

* The \$2,000 of old bonds of Portsmouth, Great Falls & Conway Railroad have not been presented for exchange for the new bonds due June 1, 1937.

† Charged to rent of Central Massachusetts Railroad.

SINKING FUNDS.

Amount June 30, 1900, of sinking fund for redemption of B. & M. R. R. improvement bonds	\$955,553.52
Amount June 30, 1900, of Eastern R. R. sinking fund	1,282.86
Total sinking funds June 30, 1900	\$956,836.38

Additions during the year to B. & M.R.R. improvement bonds, sinking fund		\$89,752.90	
Additions during the year to sinking fund		100,310.06	\$190,062.96
Total, including additions			\$1,146,899.34
Deductions during the year from Eastern Railroad sinking fund			14,116.88
Total sinking funds June 30, 1901			\$1,132,782.46
INJURY FUND.			
Amount of injury fund June 30, 1900		\$150,000.00	
Additions during the year		270,582.02	
Total, including additions		\$420,582.02	
Deductions during the year		270,582.02	
Total injury fund June 30, 1901		\$150,000.00	
CONTINGENT FUND.			
Amount of contingent fund June 30, 1900		\$150,000.00	
Total contingent fund June 30, 1901		150,000.00	
VOLUME OF TRAFFIC, ETC.			
Passenger traffic:			
Number of passengers carried paying revenue		38,496,814	
Number of passengers carried one mile		632,476,537	
Number of passengers carried one mile per average mile of road operated		280,233	
Average length of journey per passenger, miles		16.43	
Average amount received from each passenger		\$0.28958	
Average amount received per passenger per mile carried . . . . .		.01763	
Passenger earnings (gross) per average mile of road operated		5,549.99	
Passenger earnings (gross) per passenger-train mile run		1.16952	
Freight traffic:			
Number of tons of freight hauled earning revenue		17,516,571	
Number of tons of freight hauled one mile		1,538,317,388	

Number of tons of freight hauled one mile per average mile of road operated	681,585
Average length of haul per ton, miles	87.82
Average amount received for each ton of freight	\$0.99551
Average amount received per ton per mile hauled . . . .	.01134
Freight earnings (gross) per average mile of road operated	8,067.68
Freight earnings (gross) per freight-train mile run	2.40980
Operating expenses:	
Operating expenses per average mile of road operated	9,535.88
Operating expenses per revenue-train mile run	1.17823
Train mileage:	
Miles run by passenger trains	10,666,751
Miles run by freight trains	7,424,741
Miles run by mixed trains*	174,963
Total mileage of trains earning revenue	18,266,455
Miles run by switching trains	6,495,946
Miles run by construction and other trains	2,013,847
Total train mileage	26,776,248
Fares and freights:	
Average rate of fare per mile on single local tickets	1.745 cents
Average rate of fare per mile on commutation tickets within Boston suburban circuit	1 to 2 "
Average rate of fare per mile on commutation tickets outside Boston suburban circuit	2 to 2¼ "
Average rate of fare per mile on mileage tickets (500-mile, 2¼ cents; 1,000-mile, 2 cents)	2 "
Average rate of fare per mile on season tickets	0.661 "
Average rate of fare per mile on joint tickets	1.874 "
Average rate of freight per ton mile on local way-bill	0.774 "
Average rate of freight per ton mile on joint way-bill	0.774 "
Passengers to and from Boston:	
Number of passengers (including season ticket) to Boston	10,709,131
Number of passengers (including season ticket) from Boston	10,901,605
Season ticket passengers to and from Boston	1,995,502
Average number of persons employed	21,912

* Mileage of revenue mixed trains is estimated one fourth passenger and three fourths freight, on which basis wages are figured.

Description of Railroads and Branches Owned by

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.
Worcester, Nashua & Rochester....	Main.	Worcester, Mass., to Rochester.....
Boston & Lowell.....	"	Boston to Lowell, Mass.....
Mystic.....	Branch.	Somerville to Mystic Wharves, Mass.....
Lexington.....	"	Somerville to Lexington, Mass.....
Midland Central.....	"	Lexington to Concord, Mass.....
Bradford & Billerica.....	"	Bedford to Billerica, Mass.....
Woburn.....	"	Winchester to North Woburn Junc., Mass..
Stoneham.....	"	Montvale Junc. to Stoneham, Mass.....
Lawrence.....	"	Wilmington to Wilmington Junc., Mass.....
Salem & Lowell.....	"	Peabody to Tewksbury, Mass.....
Lowell & Lawrence.....	"	Lowell to Lawrence, Mass.....
Nashua & Lowell.....	Main.	Lowell, Mass., to Nashua.....
Concord & Montreal.....	"	Nashua to Groveton.....
Hooksett.....	Branch.	Hooksett to Bow Junction.....
Mt. Washington.....	"	Wing Road to Base Mt. Washington.....
Nashua, Acton & Boston.....	"	North Acton, Mass., to Nashua.....
Manchester & North Weare.....	"	Manchester to Henniker.....
Lake Shore.....	"	Lakeport to Alton Bay.....
Tilton & Belmont.....	"	Belmont Junction to Belmont.....
Whitefield & Jefferson.....	"	{ Whitefield Junction to Berlin... }
Profile & Franconia Notch.....	"	{ Jefferson Meadows to Jefferson..... }
Manchester & Milford.....	"	Bethlehem Jc. to Bethlehem & Profile House
Franklin & Tilton.....	"	Grasmere to East Milford.....
New Boston.....	"	Franklin to Tilton.....
Concord & Portsmouth.....	"	Parkers to New Boston.....
Suncook Valley.....	"	Portsmouth to Manchester.....
Suncook Valley Extension.....	"	Suncook to Pittsfield.....
Pemigewasset Valley.....	"	Pittsfield to Center Barnstead.....
Northern.....	Main.	{ Plymouth to Lincoln..... }
Peterborough & Hillsborough.....	Branch.	{ Campton to Campton Village..... }
Bristol.....	"	Concord to White River Junction, Vt.....
Concord & Claremont.....	"	Peterborough to Hillsborough Bridge.....
Connecticut and Passumpsic Rivers.	Main.	Franklin to Bristol.....
Massawippi Valley.....	"	{ Concord to Claremont Junction... }
Stantead.....	Branch.	{ Contoocook to Hillsborough Bridge..... }
Connecticut River.....	Main.	White River Junc., Vt., to Canada Line.....
Chicopee Falls.....	Branch.	Canada Line to Lenoxville, P. Q.....
East Hampton.....	"	Stantead Junction to Stantead, P. Q.....
Danvers.....	"	Springfield, Mass., to Keene.....
Newburyport.....	"	Chicopee Junction to Chicopee Falls, Mass..
Lowell & Andover.....	"	Mt. Tom Junction to Easthampton, Mass....
Manchester and Lawrence.....	"	Wakefield to Danvers, Mass.....
Kennebunk & Kennebunkport.....	"	{ Bradford to Newburyport, Mass. }
Stony Brook.....	"	{ Georgetown to Danvers, Mass.. }
Wilton.....	"	Lowell Junction to Lowell, Mass.....
Peterborough (W., N. & P. Div.).....	"	N. H. State Line to Manchester.....
Manchester & Keene.....	"	Kennebunk to Kennebunkport, Me.....
Fitchburg.....	"	No. Chelmsford to Ayer Junction, Mass.....
Fitchburg.....	"	Nashua to Wilton.....
Fitchburg.....	"	Wilton to Greenfield.....
Fitchburg.....	"	Greenfield to Keene.....
Boston.....	Main.	Boston to Fitchburg, Mass.....
Watertown.....	"	Greenfield, Mass., to Rotterdam Junc., N. Y.
Marlborough.....	"	Vermont State Line to Troy, N. Y.....
Greenville.....	Branch.	Ashburnham Jnc. Mass., to Bellows Falls, Vt.
	"	Ice track in Boston, Mass.....
	"	W. Cambridge to Waltham, Mass.....
	"	So. Acton to Marlborough, Mass.....
	"	Ayer, Mass., to Greenville.....
Carried forward.....		

Other Companies but Operated by this Company.

Length of line in miles.		Second track.		Third track.		Fourth track.		Side track, etc.		Length com- puted as single track.	
Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
94.48	55.02	18.13	.....	.....	.....	.....	.....	47.66	18.20	160.27	73.22
26.75	.....	26.75	.....	.....	.....	.....	.....	62.01	5.35	115.51	5.35
2.25	.....	.85	.....	.....	.....	.....	.....	29.84	.....	32.94	.....
8.11	.....	8.11	.....	.....	.....	.....	.....	3.74	.....	19.96	.....
11.08	.....	.....	.....	.....	.....	.....	.....	3.40	.....	14.48	.....
7.63	.....	.....	.....	.....	.....	.....	.....	.77	.....	8.40	.....
6.20	.....	6.20	.....	.....	.....	.....	.....	3.67	.....	16.07	.....
2.50	.....	.....	.....	.....	.....	.....	.....	1.61	.....	4.01	.....
3.21	.....	.....	.....	.....	.....	.....	.....	1.67	.....	4.78	.....
16.80	.....	.....	.....	.....	.....	.....	.....	7.43	.....	24.23	.....
12.42	.....	.....	.....	.....	.....	.....	.....	6.89	.....	19.31	.....
14.50	5.25	14.50	5.25	.....	.....	.....	.....	12.81	4.89	41.81	15.39
181.07	181.07	35.27	35.27	1.35	1.35	.....	.....	113.34	113.34	331.03	331.03
7.59	7.59	.....	.....	.....	.....	.....	.....	3.79	3.79	11.38	11.38
20.17	20.17	.....	.....	.....	.....	.....	.....	5.37	5.37	25.54	25.54
20.12	4.98	.....	.....	.....	.....	.....	.....	5.26	2.42	25.38	7.40
24.50	24.50	.....	.....	.....	.....	.....	.....	8.69	8.69	33.19	33.19
17.28	17.28	.....	.....	.....	.....	.....	.....	1.47	1.47	18.75	18.75
4.17	4.17	.....	.....	.....	.....	.....	.....	.65	.65	4.82	4.82
33.69	33.69	.....	.....	.....	.....	.....	.....	10.54	10.54	44.23	44.23
12.84	12.84	.....	.....	.....	.....	.....	.....	1.90	1.90	14.74	14.74
18.54	18.54	.....	.....	.....	.....	.....	.....	1.03	1.03	19.57	19.57
4.95	4.95	.....	.....	.....	.....	.....	.....	2.30	2.30	7.25	7.25
5.19	5.19	.....	.....	.....	.....	.....	.....	.83	.83	6.02	6.02
39.87	39.87	.....	.....	.....	.....	.....	.....	15.03	15.03	54.90	54.90
17.41	17.41	.....	.....	.....	.....	.....	.....	4.13	4.13	21.54	21.54
4.46	4.46	.....	.....	.....	.....	.....	.....	1.21	1.21	5.67	5.67
22.93	22.93	.....	.....	.....	.....	.....	.....	12.19	12.19	35.12	35.12
69.50	69.26	.....	.....	.....	.....	.....	.....	27.99	27.34	97.49	96.60
18.51	18.51	.....	.....	.....	.....	.....	.....	2.42	2.42	20.93	20.93
13.41	13.41	.....	.....	.....	.....	.....	.....	1.22	1.22	14.63	14.63
70.90	70.90	.....	.....	.....	.....	.....	.....	12.65	12.65	83.55	83.55
110.30	.....	.....	.....	.....	.....	.....	.....	40.53	.....	150.83	.....
31.95	.....	.....	.....	.....	.....	.....	.....	6.24	.....	38.19	.....
3.51	.....	.....	.....	.....	.....	.....	.....	.96	.....	4.47	.....
74.00	23.21	36.00	.....	.80	.....	.....	.....	58.97	5.20	169.77	28.41
2.35	.....	.....	.....	.....	.....	.....	.....	1.75	.....	4.10	.....
3.60	.....	.....	.....	.....	.....	.....	.....	1.19	.....	4.69	.....
9.26	.....	.....	.....	.....	.....	.....	.....	2.44	.....	11.70	.....
26.98	.....	.....	.....	.....	.....	.....	.....	4.74	.....	31.72	.....
8.85	.....	7.28	.....	.....	.....	.....	.....	6.11	.....	22.24	.....
22.39	22.39	.....	.....	.....	.....	.....	.....	11.01	11.01	33.40	33.40
4.50	.....	.....	.....	.....	.....	.....	.....	.90	.....	5.40	.....
13.16	.....	.....	.....	.....	.....	.....	.....	5.67	.....	18.73	.....
15.50	15.50	.....	.....	.....	.....	.....	.....	5.01	5.01	20.51	20.51
10.50	10.50	.....	.....	.....	.....	.....	.....	1.59	1.59	12.09	12.09
29.69	29.69	.....	.....	.....	.....	.....	.....	3.02	3.02	32.61	32.61
49.65	.....	49.65	.....	3.90	.....	2.02	.....	99.40	.....	204.62	.....
105.25	.....	60.35	.....	.....	.....	.....	.....	78.81	.....	244.41	.....
40.30	.....	.....	.....	.....	.....	.....	.....	10.30	.....	50.60	.....
53.85	43.09	.....	.....	.....	.....	.....	.....	25.88	21.89	79.73	64.98
.66	.....	.49	.....	.....	.....	.....	.....	.....	.....	1.15	.....
6.63	.....	6.48	.....	.....	.....	.....	.....	4.83	.....	17.94	.....
12.35	.....	.....	.....	.....	.....	.....	.....	3.52	.....	15.87	.....
23.64	9.58	.....	.....	.....	.....	.....	.....	3.97	1.84	27.61	11.42
1,471.70	805.85	270.06	40.52	6.05	1.35	2.02	790.05	306.52	2,539.88	1,154.24

Description of Railroads and Branches Owned by

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.
<i>Brought forward</i>		
Milford.....	Branch.	Squamacook Junc., Mass., to Milford.....
Ashburnham.....	"	So. Ashburnham to Ashburnham, Mass.....
Worcester.....	"	Worcester to Winchendon, Mass.....
Peterborough (F. Div.).....	"	Winchendon, Mass., to Peterborough.....
Saratoga & Schuylerville.....	"	{ Saratoga Junc. to Saratoga, N. Y..... } { Schuylerville Jc. to Schuylerville, N. Y. }
Vermont & Massachusetts.....	Main.	Fitchburg to Greenfield, Mass.....
Turner's Falls.....	Branch.	Turner's Falls Junc. to Turner's Falls, Mass.
Troy & Bennington.....	"	Hoosic Junc., N. Y., to State Line, Vt.....
Trackage rights.....	"	No. Acton to Concord Junc., Mass.....
" ".....	"	Lenoxville to Sherbrooke, P. Q.....
" ".....	"	In city of Troy.....
" ".....	"	Mechanicsville to Crescent, N. Y.....
Total.....		

Other Companies but Operated by this Company.—Continued.

Length of line in miles.		Second track.		Third track.		Fourth track.		Side track, etc.		Length com- puted as single track.	
Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
1,471.70	805.85	270.06	40.52	6.05	1.35	2.02	.....	790.05	306.52	2,539.88	1,154.24
21.73	12.17	.....	.....	.....	.....	.....	.....	4.98	2.75	26.71	14.92
2.59	.....	.....	.....	.....	.....	.....	.....	.52	.....	3.11	.....
35.74	.....	.....	.....	.....	.....	.....	.....	13.83	.....	49.57	.....
15.93	13.68	.....	.....	.....	.....	.....	.....	2.09	2.09	18.02	15.77
25.82	.....	.....	.....	.....	.....	.....	.....	4.18	.....	30.00	.....
55.78	.....	55.78	.....	.....	.....	.....	.....	39.52	.....	151.08	.....
2.80	.....	.....	.....	.....	.....	.....	.....	.64	.....	3.44	.....
6.04	.....	.....	.....	.....	.....	.....	.....	1.07	.....	6.11	.....
4.21	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.21	.....
2.95	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.95	.....
2.13	.....	2.13	.....	.....	.....	.....	.....	.....	.....	4.26	.....
.....	.....	6.94	.....	.....	.....	.....	.....	.....	.....	6.94	.....
1,646.42	831.70	334.91	40.52	6.05	1.35	2.02	.....	856.88	311.36	2,846.28	1,184.93

Description of Railroads and Branches

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.
Boston & Maine, Western Division..	Main.	Boston, Mass., to Portland, Me.....
Eastern Division	"	Boston, Mass., to Portland, Me.....
Northern Division	"	Conway Junc., Me., to Intervale Junc.....
W., N. & P. Division	"	Portland, Me., to Rochester.....
Southern Division	"	North Cambridge to Northampton, Mass.....
Medford	Branch.	Medford Junction to Medford, Mass.....
South Reading	"	Peabody to Wakefield Junction, Mass.....
Methuen	"	Lawrence, Mass., to N. H. State Line.....
West Amesbury	"	Merrimac, Mass., to Newton.....
Orchard Beach	"	Old Orchard Beach to Saco River, Me.....
Charlestown	"	Freight tracks in Charlestown, Mass.....
East Boston	"	East Boston to Revere, Mass.....
Saugus	"	Everett to West Lynn, Mass.....
Chelsea Beach	"	Revere Junc. to Saugus River Junc., Mass.....
Swampscott	"	Swampscott to Marblehead, Mass.....
Marblehead	"	Salem to Marblehead, Mass.....
Lawrence	"	Salem to North Andover, Mass.....
Gloucester	"	Beverly to Rockport, Mass.....
Essex	"	Wenham to Essex, Mass.....
Asbury Grove	"	Wenham to Asbury Grove, Mass.....
Newburyport City	"	Eastern tr'ks to Newburypt wharves, Mass.....
Salisbury	"	Salisbury to Amesbury, Mass.....
Portsmouth & Dover	"	Portsmouth to Dover.....
Dover & Winnepesaukee	"	Dover to Alton Bay.....
Somersworth	"	Rollinsford to Somersworth.....
Wolfeborough	"	Sanbornville to Wolfeborough.....
Union	"	Green Street to M. C. R. R., Portland, Me.....
Lowell & Lawrence and Lowell & Electric street railway	Andover	connection in Lowell, Mass..... Portsmouth, Rye, and North Hampton.....
Totals.....		

Owned by This Company.

Length of line in miles.		Second track.		Third track.		Side track, etc.		Length computed as single track.	
Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
115.31	34.75	81.21	24.83	1.56	.	112.39	16.34	310.47	75.92
108.29	16.08	56.18	15.86	.73		79.24	9.66	244.44	41.60
73.37	70.45					21.75	18.96	95.12	89.41
53.86	3.00					21.03	2.34	74.89	5.34
98.77						24.88		123.65	
2.00		2.00				1.99		5.99	
8.12						2.13		10.25	
3.75		1.00				14.32		19.07	
4.45	2.32					.56	.14	5.01	2.46
3.27						.36		3.63	
1.09		1.09						2.18	
3.47		1.56				11.09		16.12	
9.55		9.55				5.12		24.22	
3.34		2.49				.31		6.14	
3.96		.52				1.22		5.70	
3.52						.87		4.39	
19.89		1.64				8.36		29.89	
16.94		8.99				4.74		30.67	
6.00						1.97		7.97	
1.06						.35		1.41	
1.97						1.20		3.17	
3.79						2.41		6.20	
10.88	10.88					1.87	1.87	12.75	12.75
29.00	29.00					7.52	7.52	36.52	36.52
2.75	2.75					1.66	1.66	4.41	4.41
12.03	12.03					1.93	1.93	13.96	13.96
1.12								1.12	
.25		.37						.62	
16.47	16.47					.88	.88	17.35	17.35
618.27	197.73	166.60	40.69	2.29		330.15	61.30	1,117.31	299.72

EQUIPMENT.

ROLLING STOCK.	Number owned.	Number leased.	Total owned and leased.	Maximum weight, pounds.	Average weight, pounds.	Number equipped with power driving-wheel brakes.	Number equipped with train brakes.	Number equipped with automatic couplers.	Name of coupler used.
Passenger locomotives.....	180	209	389	152,500	91,870	389	.....	.....	.....
Freight ".....	145	232	377	170,000	117,190	372	.....	.....	.....
Switching, etc., ".....	78	11	189	115,800	75,510	134	.....	.....	.....
Total.....	403	452	955	.....	.....	895	.....	.....	.....
Passenger cars.....	550	406	956	.....	.....	.....	951	935	{ 708 Miller, 143 Gould, 60 National, 24 Janney Buhoop.
Combination cars.....	90	145	235	.....	.....	.....	235	235	{ 150 Miller, 37 National, 48 Gould.
Parlor cars.....	1	8	9	.....	.....	.....	9	9	{ 2 Miller, 2 National, 5 Janney Buhoop.
Baggage, express, and mail cars.....	116	114	230	.....	.....	.....	229	229	{ 149 Miller, 43 Gould, 29 National, 8 Janney Buhoop.
Other cars in passenger service.....	29	77	106	.....	.....	.....	106	106	{ 25 Miller, 33 Gould, 14 National, 34 Trojan.
Total.....	786	750	1,536	.....	.....	.....	1,530	1,514	.....
Box cars.....	1,792	5,767	7,559	.....	.....	.....	5,811	7,559	{ 6721 Gould, 765 Trojan, 75 National, 1 Standard, 25 Janney, 22 Thurman, 4 Drexel, 2 Norton, 12 Burns.
Flat cars.....	973	2,470	3,443	.....	.....	.....	2,363	3,443	{ 3087 Gould, 5 Burns, 4 Nat'l, 8 Janney, 3 Thur., 4 Dowling, 381 Trojan, 1 Stand.

[illegible]

RAILROAD OWNED.	
Length of main line in New Hampshire . . .	124.28 miles
Total length of main line	449.60 "
Length of branch line in New Hampshire . . .	73.45 "
Total length of branch line	168.67 "
Total length of line owned in New Hampshire .	197.73 "
Total length of line owned	618.27 "
Length of second track in New Hampshire . . .	40.69 "
Total length of second track	166.60 "
Total length of third track	2.29 "
Length of side track, etc., in New Hampshire .	61.30 "
Total length of side track, etc.	330.15 "
Total length of track owned in New Hampshire .	299.72 "
Total length of track owned	1,117.31 "
RAILROAD OPERATED.	
Length of main line in New Hampshire . . .	501.18 miles
Total length of main line	1,356.98 "
Length of branch line in New Hampshire . . .	528.25 "
Total length of branch line	907.71 "
Total length of line operated in New Hampshire June 30, 1901	1,029.43 "
Total length of line operated June 30, 1901 . .	2,264.69 "
Average length of line operated during the year .	2,256.97 "
Length of second track in New Hampshire . . .	81.21 "
Total length of second track	501.51 "
Length of third track in New Hampshire . . .	1.35 "
Total length of third track	8.34 "
Total length of fourth track	2.02 "
Length of side track, etc., in New Hampshire .	372.66 "
Total length of side track, etc.	1,187.03 "
Total length of track operated in New Hampshire	1,484.65 "
Total length of track operated	3,963.59 "
EQUIPPED FOR ELECTRIC POWER.	
Total length of main line (Portsmouth Electric Railway operating electric street railway in Portsmouth, N. H., and towns of Rye and North Hampton, N. H.)	16.47 miles
Total length of side track, etc. . . . .	.88 "
Total length of electric track	17.35 miles

RAILROAD CROSSINGS IN NEW HAMPSHIRE.

Crossings with Highways.

Number of crossings of company's railroad with highways at grade	923
Number of highway grade crossings protected by gates	46
Number of highway grade crossings protected by flagmen	72
Number of highway grade crossings protected by electric signals only	3
Number of highway grade crossings unprotected	802
Number of highway grade crossings finally abolished during the year	2
Number of highway bridges 18 feet (or more) above track	110
Number of highway bridges less than 18 feet above track	86
Height of lowest highway bridge above track	14 ft. 6 in

Crossings with Other Railroads.

Crossings of company's railroad with other railroads at grade	15
Rockingham Junction, Western division and Concord & Portsmouth branch, Southern division.	
Windham Junction, Manchester & Lawrence branch and Worcester, Nashua & Portland division.	
Nashua Junction, Nashua & Lowell Railroad and Worcester, Nashua & Portland division.	
Nashua Junction, Nashua & Lowell Railroad and Worcester, Nashua & Portland division.	
Nashua Junction, Nashua & Lowell Railroad and Acton branch, Worcester, Nashua & Portland division.	
Epping, Worcester, Nashua & Portland division, main line, and Concord & Portsmouth branch, Southern division.	
Nashua Junction, Worcester, Nashua & Portland division, main line, and Acton branch, Worcester, Nashua & Portland division.	
Rochester, Worcester, Nashua & Portland division, main line, and Northern division.	
Rochester, Worcester, Nashua & Portland division, main line, and Northern division.	
Elmwood, Manchester & Keene and Peterborough & Hillsborough branch, Concord division.	
Scotts, White Mountains division and Maine Central Railroad.	

Coös Junction, White Mountains division and Maine Central Railroad. Fabyans, Mt. Washington branch and Maine Central Railroad. Whitefield, Whitefield & Jefferson Railroad and Maine Central Railroad. Jefferson Junction, Whitefield & Jefferson Rail- road and Maine Central Railroad.	
RAILROAD BRIDGES IN NEW HAMPSHIRE.	
Bridges eliminated during the year . . .	2
No. 209, Base of Mt. Washington, filled.	
No. 216, Base of Mt. Washington, filled.	
Total length of pile and trestle bridging . . .	4,554 ft. 11 in.

BRIDGES REPAIRED.

NUMBER AND LOCATION.	Description of bridge.	Description of work done.
Southern Division:		
384, Raymond.....	Lattice and arch.	Abutment repaired.
Eastern Division:		
70, Portsmouth	Pile trestle.....	78 feet of top rebuilt and many piles driven.
W., N. & P. Division:		
88, South Lyndeborough...	Lattice deck.....	New floor and roof.
White Mountains Division:		
146, Tilton.....	Pile trestle	Lengthened 60 feet.
149, Franklin Falls.....	Lattice pony.....	New floor system.
177, West Thornton	Howe pony	New floor and chords.
178, West Thornton	Howe pony	New floor and chords.
271, Cherry Mountain.....	Howe pony.....	New floor.

NEW BRIDGES.*

NUMBER AND LOCATION.	Description of bridge replaced.	Description of new bridge.	Length of span and number of tracks.
Southern Division:			
407, Goffstown.....	Child's truss.....	Lattice and arch	117 ft., 4 in., 1 track.
Manchester & Milford Br.:			
Boynton road, Bedford....	New line.....	Plate girder.....	46 ft., 6 in., "
2.3 miles south Grammere..	".....	Wood stringer....	12 ft., "
.9 miles south Bedford....	".....	Pile trestle.....	60 ft., "
1.7 miles south Bedford....	".....	Wood stringer....	12 ft., "
2.2 miles south Bedford....	".....	Wood stringer....	12 ft., "
3 miles south Bedford....	".....	Pile trestle.....	71 ft., 1 in., "
1st. Baboosic bridge.....	".....	Keyed stringer....	25 ft., "
2d. Baboosic bridge.....	".....	Wood stringer....	20 ft., "
3.5 miles north Amherst....	".....	Wood stringer....	20 ft., "
.1 mile north Amherst....	".....	Keyed stringer....	22 ft., "
.7 mile south Amherst....	".....	Keyed stringer....	25 ft., "
.8 mile south Amherst....	".....	Keyed stringer....	25 ft., "
1.3 miles north East Milford	".....	Pile trestle.....	70 ft., 8 in., "
69, South Nashua.....	Filled last year..	Wood stringer....	14 ft., 2 tracks.
Souhegan river bridge, East Milford.....	New line.....	Howe truss and pile trestle.....	303 ft., 11 in., 1 tr'ck.
Fitchburg Division:			
448, Jaffrey.....	Pile trestle.....	Pile treste.....	68 ft., 6 in., "
W., N. & P. Division:			
114 Hancock.....	Wood stringer...	Wood stringer...	18 ft., 7 in., "
116, Hancock.....	Wood stringer...	Wood stringer...	10 ft., "
117, East Harrisville.....	Frame trestle...	Frame trestle...	48 ft., 8 in., "
118, East Harrisville.....	Wood stringer...	Wood stringer...	10 ft., "
119, East Harrisville.....	Wood stringer...	Wood stringer...	10 ft., 5 in., "
123, East Harrisville.....	Wood stringer...	Wood stringer...	29 ft., 8 in., "
127, Chesham.....	Wood stringer...	Wood stringer...	20 ft., 2 in., "
Northern Division:			
9, Rochester.....	Nothing.....	Pile trestle.....	30 ft., 3 in., "
13, Milton.....	Queen post truss	Queen post truss	32 ft., 3 in., "
62, Pike's.....	Pile truss.....	Pile trestle.....	20 ft., 10 in., "
64, Fernald's.....	Pile trestle.....	Pile trestle.....	29 ft., "
69, Wolfeborough Falls....	Wood pony.....	Wood pony.....	20 ft., 8 in., "
70, Wolfeborough Falls....	Wood pony.....	Wood pony.....	30 ft., 1 in., "
A. Cocheco.....	Nothing.....	Iron beam.....	10 ft., 4 in., "
81, Place's.....	Wood stringer...	Wood stringer...	13 ft., "
Concord Division:			
24, Franklin.....	Wood stringer...	Wood stringer...	26 ft., 10 in., "
27, Franklin.....	Wood stringer...	Wood stringer...	19 ft., "
54, South Danbury.....	Frame trestle...	Frame trestle...	43 ft., 6 in., "
90, Enfield.....	Wood stringer...	Wood stringer...	13 ft., "
93, Enfield.....	Wood stringer...	Wood stringer...	18 ft., 6 in., "
109, Lebanon.....	Wood stringer...	Wood stringer...	18 ft., "
141, Stevens.....	Frame trestle...	Frame trestle...	179 ft., 3 in., "
148, Bradford.....	Wood stringer...	Wood stringer...	11 ft., "
White Mountains Division:			
23, Winnisquam.....	Wood stringer...	Wood stringer...	19 ft., 5 in., "
86, East Haverhill.....	Wood stringer...	Wood stringer...	10 ft., "
179, West Thornton.....	Wood stringer...	Wood stringer...	15 ft., "
234, Hazen's.....	Pile trestle.....	Pile trestle.....	87 ft., 6 in., "
235, Hazen's.....	Pile trestle.....	Pile trestle.....	42 ft., 6 in., "
269, Cherry Mountain.....	Frame trestle...	Pile trestle.....	80 ft., 9 in., "
270, Cherry Mountain.....	Frame trestle...	Pile trestle.....	81 ft., "
273, Cherry Mountain.....	Frame trestle...	Pile trestle.....	53 ft., 9 in., "
274, Cherry Mountain.....	Frame trestle...	Pile trestle.....	46 ft., 6 in., "
276, Jefferson.....	Wood stringer...	Pile trestle.....	27 ft., "
279, Jefferson.....	Frame trestle...	Pile trestle.....	30 ft., 3 in., "
281, Jefferson.....	Frame trestle...	Pile trestle.....	20 ft., 6 in., "

* The bridge on Manchester & Milford branch, at Bedford, on Boynton road, was built by Penocoy Company. All the others were built by Boston & Maine Railroad.

LIST OF ACCIDENTS.

	From causes beyond their own control in New Hampshire.		From their own misconduct or carelessness in New Hampshire.		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers							3	1
Employees..	4	4	10		14	4	50	71
Others			27		27		77	4
Total....	4	4	37		41	4	130	76

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

July 2. At Somersworth, Tony Avalono, trespasser, run in front of engine, was struck and killed.

August 11. At Suncook, Ada Doviller, trespasser, crossing track was struck by engine and fatally injured.

August 19. At Portsmouth, Miss Sarah H. Foster, stepped in front of engine, was struck and fatally injured.

August 22. At Fitzwilliam, Engineer F. M. Hawes was fatally injured in collision.

September 6. At Warner, B. Barnard, brakeman, struck over-head bridge and was fatally injured.

September 10. At Reed's Ferry, Alfred Owen stepped in front of car being moved by horse power, was struck and fatally injured.

September 15. At Weirs, in a head collision Fireman Loren Lockwood and Brakeman Joseph Greenwood were instantly killed; Engineers Calkins and Royce and Fireman Gile and Brakeman Wallace were more or less injured.

October 3. At Exeter, unknown man walking on track was struck by engine and killed.

October 17. At Manchester, Margaret McManna was struck by engine at Stark-street crossing, and was fatally injured.

October 19. At Nashua, Wm. Papineau, trespasser, was found lying on track fatally injured.

November 13. At Northumberland, E. Spaulding was struck by train on crossing and killed.

November 30. At Woodsville, John Little, fireman, was walking beside track while train was backing into yard, slipped and fell under car; was run over by same and fatally injured.

November 29. At Nashua, Frank Rock, trespasser, attempted to jump on caboose, fell and was fatally injured.

December 10. At Hazen, Neal McKiver, trespasser, stepped in front of engine, was struck and fatally injured.

December 11. At Nashua, Jas. C. Buzzell, brakeman, was fatally injured in a head-on collision.

December 12. At Laconia, Mrs. Daniel Roberts attempted to cross track ahead of train, was struck by engine and fatally injured.

December 21. At Martin's, Patrick Gagnon, trespasser, walking on tracks, was struck by engine and fatally injured.

December 28. At Nashua, G. A. Heselton, was struck by engine and instantly killed at Bridge-street crossing. Gates were down.

January 3. At West Lebanon, B. F. Davis, section foreman, while walking on track was struck by train and instantly killed.

January 19. At Franklin, two unknown men drove on to crossing, were struck by engine and killed; names, George Ballou and Arthur Kelley.

February 25. At Concord, unknown man, walking on track, was struck by engine and fatally injured.

March 4. At Dover, Dennis O'Brien, trespasser, attempted to board train while in motion, fell and was fatally injured.

March 20. At Nashua, Paul J. King, brakeman, while shifting cars in yard, was struck by same and fatally injured.

March 22. At Woodsville, Mr. Seavey, trespasser, stepped in front of engine and received fatal injuries.

March 29. At Goffe's Falls, unknown man, trespasser, was found dead on tracks; supposed to have been struck by train.

April 19. At Martin's, George Lemise, walking on track, was struck by engine and killed.

April 18. At Concord, C. A. Maillard, brakeman, in some unknown way fell under engine and was fatally injured.

April 27. At Claremont, Mrs. Jas. L. Locke and Edwin C. Watson drove on to crossing, were struck by train and fatally injured.

April 28. At Greenfield, A. A. Baker, brakeman, fell under car and received fatal injuries.

May 4. At Concord, A. A. McNulty, brakeman, knocked down by car, run over and fatally injured.

May 8. At Laconia, Olney D. Beede, trespasser, sitting on bridge fishing, was knocked off by train and fatally injured.

May 8. At East Kingston, unknown trespasser struck by engine and killed.

May 10. At Newton Junction, J. L. Smith, crossing-tender, stepped from behind one train in front of another, and was fatally injured.

May 27. At Meredith, Henry Pope, trespasser, riding on stock train either jumped or fell and was fatally injured.

May 27. At Newfields, Wm. Leclair attempted to board train while in motion, fell and received fatal injuries.

June 3. At Hampton Falls, body of Arthur W. Randall was found lying between tracks; was probably struck by passing train.

June 19. At Nashua, Kerkor Hampaissian, riding a bicycle, was struck by engine on Hollis-street crossing, and fatally injured.

June 27. At Concord, William McNamara, brakeman, was struck by train and fatally injured.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD.

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, president, Boston, Mass.; Tristram A. MacKinnon, first vice-president and general manager, Boston, Mass.; William F. Berry, second vice-president and general traffic manager, Boston, Mass.; William J. Hobbs, comptroller and general auditor, Boston, Mass.; Joseph W. Richards, assistant general auditor, Boston, Mass.; Herbert E. Fisher, treasurer, Boston, Mass.; John F. Webster, assistant treasurer, Concord, N. H.; William B. Lawrence, clerk of corporation, Boston, Mass.; Richard Olney, general counsel, Boston, Mass.; Frank Barr, assistant general manager, Boston, Mass.; Daniel W. Sanborn, general superintendent, Boston, Mass.; Dana J. Flanders, general passenger and ticket agent, Boston, Mass.; Michael T. Donovan, freight traffic manager, Boston, Mass.; Amos S. Crane, export freight traffic manager, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; Joseph H. Ricker,* Portland, Me.; Richard Olney, Boston, Mass.; Alvah W. Sulloway, Franklin, N. H.; Joseph H. White, Brookline, Mass.; Walter Hunnewell, Wellesley, Mass.; Henry R. Reed, Boston, Mass.; Lewis Cass Ledyard, New York, N. Y.; Henry F. Dimock, New York, N. Y.; Henry M. Whitney, Brookline, Mass.; William Whitney, Holyoke, Mass.; Charles M. Pratt, New York, N. Y.; Alexander Cochrane, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

LUCIUS TUTTLE,
 RICHARD OLNEY,
 LEWIS CASS LEDYARD,
 HENRY R. REED,
 JOSEPH H. WHITE,
 A. W. SULLOWAY,
 WILLIAM WHITING,
 WALTER HUNNEWELL,
Directors.

HERBERT E. FISHER,
Treasurer.

T. A. MACKINNON,
First Vice-President.

* Died January 17, 1901.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, Mass., September 12, 1901. Then personally appeared the above-named Lucius Tuttle, Richard Olney, Lewis Cass Ledyard, Henry R. Reed, Joseph H. White, A. W. Sulloway, William Whiting, Walter Hunnewell, Herbert E. Fisher, and T. A. MacKinnon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,
Justice of the Peace.

REPORT

OF THE

CONCORD & CLAREMONT, N. H., RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road	\$22,500.00
Interest on funded debt	22,500.00
Net divisible income	nothing
Deficit for the year ending June 30, 1901	\$35,439.34
GENERAL BALANCE SHEET.	
Cost of road	\$1,131,206.38
Profit and loss balance—deficit	35,439.34
Total	\$1,166,645.72
Capital stock, common	\$412,400.00
Funded debt	500,000.00
Current liabilities	254,245.72
Total	\$1,166,645.72
CAPITAL STOCK.	
Capital stock authorized by law, common	\$412,400.00
Capital stock authorized by votes of company, common	412,400.00
Capital stock issued and outstanding, common	412,400.00
Number of shares issued and outstanding, common	412,400

Number of stockholders, common	7
Number of stockholders in New Hampshire, common	6
Amount of stock held in New Hampshire, common	\$409,200.00

PROPER ADDRESS OF THE COMPANY.

CONCORD & CLAREMONT, N. H., RAILROAD,
19 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alvah W. Sulloway, president, Franklin, N. H.; George U. Crocker, treasurer, 19 Milk street, Boston; George W. Stone, clerk of corporation, Andover, N. H.; Horace E. Chamberlin, assistant treasurer, Concord, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alvah W. Sulloway, Franklin, N. H.; Warren F. Daniell, Franklin, N. H.; Charles O. Stearns, Boston, Mass.; Augustus E. Scott, Boston, Mass.; Person C. Cheney, Manchester, N. H.; Frank P. Vogl, Claremont, N. H.; Wm. F. Richards, Newport, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

A. W. SULLOWAY,
President.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. July 29, 1901. Then personally appeared the above-named A. W. Sulloway and George U. Crocker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE G. CROCKER,
Justice of the Peace.

REPORT

OF THE

CONCORD & PORTSMOUTH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road	\$25,000.00
Salaries and maintenance of organization	\$350.00
Advertising	5.00
Total expenses and charges upon income	355.00
Net divisible income	\$24,645.00
Dividends declared, 7 per cent on common stock	24,500.00
Surplus for the year ending June 30, 1901	\$145.00
Amount of surplus June 30, 1900	3,793.01
Total surplus June 30, 1901	\$3,938.01
GENERAL BALANCE SHEET.	
Cost of road	\$350,000.00
Cash	3,938.01
Total	\$353,938.01
Capital stock, common	\$350,000.00
Profit and loss balance—surplus	3,938.01
Total	\$353,938.01

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$500,000.00
Capital stock authorized by votes of company, common	350,000.00
Capital stock issued and outstanding, common . . .	350,000.00
Number of shares issued and outstanding, common	3,500
Number of stockholders, common	207
Number of stockholders in New Hampshire, common	175
Amount of stock held in New Hampshire, common	\$315,000.00
RAILROAD OWNED.	
Length of main line	40.50 miles
Length of branch line	7 "
Total length of line owned	47.50 miles

PROPER ADDRESS OF THE COMPANY.

CONCORD & PORTSMOUTH RAILROAD,
MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John J. Pickering, president, Portsmouth, N. H.; William A. Peirce, vice-president, Portsmouth, N. H.; W. Byron Stearns, treasurer, Manchester, N. H.; Wallace Hackett, clerk of corporation, Portsmouth, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John J. Pickering, William A. Peirce, Wallace Hackett, Portsmouth, N. H.; Walter M. Parker, Manchester, N. H.; Joseph B. Walker, Samuel C. Eastman, Concord, N. H.; Charles C. Kenrick, Franklin, N. H.

I hereby certify that the statements contained in the foregoing return are full, just, and true.

W. BYRON STEARNS,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH ss. October 23, 1901. Then personally appeared the above-named W. Byron Stearns and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HENRY M. PUTNEY,
Justice of the Peace.

REPORT

OF THE

CONNECTICUT RIVER RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road	\$359,175.00
Salaries and maintenance of organization \$2,000.00	
Interest on funded debt 96,675.00	
Total expenses and charges upon income	98,675.00
Net divisible income	\$260,500.00
Dividends declared, 10 per cent on common stock*	260,500.00
Surplus for the year ending June 30, 1901	nothing
Amount of deficit June 30, 1900	\$292,689.29
Credits to profit and loss account during the year:	
Premium on 500 shares additional corporation stock issued \$87,500.00	
Premium on \$290,000 3½ per cent 20-year bonds issued 13,224.00	
Total credits \$100,724.00	
Expense in reissue of stock, \$144.38; of bonds, \$2,165.20 2,309.58	
Net amount credited to profit and loss	98,414.42
Total deficit June 30, 1901	\$194,274.87

* This dividend was declared on \$2,580,000 for twelve months and on \$50,000 for six months.

GENERAL BALANCE SHEET.	
Cost of road	\$3,525,803.06
Cost of equipment	455,977.66
Lands in Chicopee and Brightwood	39,175.00
Stock of Vermont Valley Railroad	
Company of 1871	\$579,220.00
Stock of Hampden Park	23,987.50
	<hr/> 603,207.50
Total permanent investments	\$4,624,163.22
Cash	\$33,378.92
Due from solvent companies and	
individuals	480,162.86
	<hr/>
Total cash and current assets	513,541.78
Profit and loss balance—deficit	194,274.87
	<hr/>
Total	\$5,331,979.87
	<hr/>
Capital stock, common	\$2,630,000.00
Funded debt	2,580,000.00
Current liabilities:	
Dividends not called for	\$430.00
Matured interest coupons unpaid	
(including coupons due July 1)	32,202.00
Miscellaneous accrued liabilities:	
Boston & Maine Railroad	75,267.61
	<hr/>
Total current liabilities	107,899.61
Interest accrued and not yet due	13,333.34
Fund for corporation expenses	746.92
	<hr/>
Total	\$5,331,979.87
	<hr/>
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Expenditures reported by the Boston & Maine Railroad, lessee	\$42,734.65
	<hr/>
CAPITAL STOCK.	
Capital stock authorized by law, common	\$2,670,000.00
Capital stock authorized by votes of company, common	2,630,000.00
Capital stock issued and outstanding, common	2,630,000.00

Number of shares issued and outstanding, common	26,300
Number of stockholders, common	952
Number of stockholders in New Hampshire, common	28
Amount of stock held in New Hampshire, common	\$152,300.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
10-year "Scrip".....	4%	Jan. 1, 1903	\$1,290,000.00	\$51,734.00
50-year "Gold".....	4%	Sept. 1, 1943	1,000,000.00	40,000.00
20-year "Gold".....	3½%	Jan. 1, 1921	290,000.00	.....
Total.....			\$2,580,000.00	\$91,734.00

RAILROAD OWNED.

Length of main line in Massachusetts	50.08 miles
Length of main line in New Hampshire	23.21 "
Total length of main line	74.00 "
Length of branch line in Massachusetts	5.85 "
Total length of branch line	5.85 "
Total length of line owned in Massachusetts	55.93 "
Total length of line owned in New Hampshire	23.21 "
Total length of line owned	79.85 "
Length of second track in Massachusetts	36.00 "
Total length of second track	36.00 "
Length of side track, etc., in Massachusetts	52.47 "
Length of side track, etc., in New Hampshire	5.33 "
Total length of side track, etc.	59.91 "
Total length of track owned in Massachusetts	144.40 "
Total length of track owned in New Hampshire	28.54 "
Total length of track owned	175.76 "

PROPER ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,
SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Whiting, president, Holyoke, Mass.; William G. McIntyre, treasurer and clerk of corporation, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Whiting, Holyoke, Mass.; Oscar Edwards, Northampton, Mass.; James H. Williams, Bellows Falls, Vt.; John H. Albin, Concord, N. H.; George H. Ball, Boston, Mass.; Edmund P. Kendrick, Springfield, Mass.; Seth M. Richards, Newport, N. H.; Joseph W. Stevens, Greenfield, Mass.; Lucius Tuttle, Boston, Mass.; William W. McClench, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

WILLIAM WHITING,
EDMUND P. KENDRICK,
J. H. ALBIN,
WILLIAM W. McCLENCH,
OSCAR EDWARDS,
JOSEPH W. STEVENS,
Directors.

WILLIAM G. McINTYRE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. September 18, 1901. Then personally appeared the above-named William Whiting, Edmund P. Kendrick, J. H. Albin, Wm. W. McClench, Oscar Edwards, Joseph W. Stevens, and William G. McIntyre, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

STUART M. ROBSON,
Justice of the Peace.

REPORT

OF THE

CONCORD & MONTREAL RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road:	
October 1, 1900	\$125,931.75
January 1, 1901	125,931.75
April 1, 1901	125,933.50
July 1, 1901	125,933.50
	<hr/>
	\$503,730.50
Miscellaneous income from Boston & Maine R. R.:	
Interest on 6 per cent bonds	\$30,000.00
Interest on 4 per cent bonds	226,000.00
Interest on 3½ per cent bonds	14,000.00
	<hr/>
	270,000.00
Gross income	<hr/>
Interest on funded debt	\$773,730.50
Interest and discount on unfunded debts and loans, taxes, rentals, and other expenses and charges upon income all paid by Boston & Maine Railroad.	270,000.00
	<hr/>
Net divisible income	\$503,730.50
Dividends declared, 7 per cent on common stock as per lease	503,730.50
	<hr/>
Surplus for the year ending June 30, 1901	nothing
Amount of surplus June 30, 1900	\$53,897.54
Debits to profit and loss account during the year:	
American Casualty Insurance and Security Company claim, due Boston & Maine R. R.	\$6,693.61
Rent account Williams Company, due Boston & Maine R. R.	2,500.00
	<hr/>
Total debits	9,193.61
	<hr/>
Total surplus June 30, 1901	\$44,703.93

GENERAL BALANCE SHEET.		
Cost of road and equipment		\$11,305,712.75
Stocks of sundry corporations	\$1,345,894.99	
Other permanent investments	922,493.94	
		<u>2,268,388.93</u>
Total permanent investments		\$13,574,101.68
Cash	\$1,577.25	
Bills receivable, Boston & Maine Railroad lessee, Concord & Mon- treal Railroad improvement acct.	177,357.04	
Boston & Maine Railroad lessee, Concord & Montreal Railroad, Milford branch	12,603.20	
Due from solvent companies and individuals	23,002.26	
Boston & Maine Railroad lease account	17,715.20	
		<u>232,254.95</u>
Total cash and current assets		\$13,806,356.63
Capital stock:		
Class 1	\$800,000.00	
Class 2	540,400.00	
Class 3	459,600.00	
Class 4	5,397,600.00	
		<u>\$7,197,600.00</u>
Funded debt:		
B., C. & M. R. R., 6 per cent, old	\$500.00	
B., C. & M. R. R., 6 per cent, 1911	500,000.00	
C. & M. R. R., 4 per cent, 1920, first mortgage	5,000,000.00	
Debentures, C. & M. R. R., 4 per cent, 1920	650,000.00	
Debentures, C. & M. R. R., 3½ per cent, 1920	400,000.00	
		<u>6,550,500.00</u>
Current liabilities:		
Audited vouchers and accounts, Boston & Maine R. R. advances	\$11,785.40	
Dividends not called for, B., C. & M. R. R., old	857.00	
Matured interest coupons unpaid, B., C. & M. R. R.	428.00	

Boston, Concord & Montreal R. R., organization account		\$482.30	
Total current liabilities			\$13,552.70
Profit and loss balance—surplus			44,703.93
Total			\$13,806,356.63
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.			
Additions to construction account:			
Improvements at North Wood-			
stock	\$1,573.85		
Improvements at Lakeport	2,401.66		
Improvements at East Tilton	2,689.45		
New passenger station, Merri-			
mack, \$3,737.60; less restoration			
value of old buildings, \$2,200.00	1,537.60		
Addition to blacksmith shop, Con-			
cord	12,564.16		
New highway, Bowman's	1,857.39		
Land, Merrimack	350.00		
Cattle pass, North Weare branch	50.00		
Whitehouse, Hall & Burns track,			
North Woodstock (acquired by			
foreclosure)	6,714.85		
Total			\$29,738.96
Less proceeds from sale of land:			
Martin's Ferry, N. H., Amoskeag			
National Bank	\$600.00		
Haverhill, N. H., land damage	25.00		
			625.00
Total net expenditure for the year			\$29,113.96
Additions:			
Expenditures made on account of Manchester			
& Milford branch (from sale of bonds)			190,435.23
Grand total			\$219,549.19
Less charges as follows:			
To Whitefield & Jefferson R. R.	\$1,857.39		
To Pemigewasset Valley R. R.	8,288.70		
			10,146.09
Add for following branches:			\$209,403.10
Lake Shore	\$334,541.20		

Tilton & Belmont	\$48,964.79	
Profile & Franconia Notch	332,821.35	
Suncook Valley Extension	77,000.00	
		\$793,327.34
Construction account June 30, 1900		\$1,002,730.44
		10,302,982.31
Construction account June 30, 1901		\$11,305,712.75

CAPITAL STOCK.

Capital stock authorized by law	\$7,800,000.00
Capital stock authorized by votes of company	7,200,000.00
Capital stock issued and outstanding	7,197,600.00
Number of shares issued and outstanding	71,976
Number of stockholders	2,214
Number of stockholders in New Hampshire	1,416
Amount of stock held in New Hampshire	\$5,821,100.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Boston & Maine Railroad, old...	6%	.....	\$500.00	.....
" " " mtge.	6%	1911	500,000.00	\$30,000.00
Concord & Montreal R. R., mtge.	4%	1920	5,000,000.00	200,000.00
" " " deb..	4%	1920	650,000.00	26,000.00
" " " "	3½%	1920	400,000.00	14,000.00
Total.....			\$6,550,500.00	\$270,000.00

RAILROAD OWNED.

Length of main line from Nashua to Groveton	181.07 miles
Length of branch lines (including M. & K. and F. & T.) in Massachusetts	15.14 "
Total length of branch lines (including M. & K. and F. & T.)	197.90 "
Total length of line owned in Massachusetts	15.14 "
Total length of line owned	378.97 "
Length of second track	34.57 "
Length of side track, etc.	151.27 "
Total length of track owned in Massachusetts	15.14 "
Total length of track owned	564.81 "

Branches owned by company:	
Nashua to North Acton, Mass.	20.12 miles
Hooksett to Bow Junction	7.59 "
Manchester to Henniker	24.50 "
Wing Road to Base Mt. Washington	20.17 "
Lake Shore	17.28 "
Tilton & Belmont	4.17 "
Whitefield & Jefferson	33.69 "
Profile & Franconia Notch	12.84 "
Manchester & Milford	18.54 "
Suncook Valley Extension	4.46 "
Manchester & Keene (½)	29.59 "
Franklin & Tilton (½)	4.95 "
Total	197.90 miles
Leased roads	85.40 "

PROPER ADDRESS OF THE COMPANY.

THE CONCORD & MONTREAL RAILROAD,

CONCORD, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Benjamin A. Kimball, president, Concord, N. H.; John F. Webster, treasurer, Concord, N. H.; Frank S. Streeter, clerk of corporation, Concord, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.*

Benjamin A. Kimball, Concord, N. H.; Walter M. Parker, Manchester, N. H.; Charles E. Morrison, Boston, Mass.; Alpha J. Pillsbury, Tilton, N. H.; George M. Kimball, Benjamin C. White, Concord, N. H.; Frank Jones, Portsmouth, N. H.; Noah S. Clark, Manchester, N. H.; Hiram N. Turner, St. Johnsbury, Vt.; Hiram A. Tuttle, Pittsfield, N. H.; Arthur H. Hale, Frank P. Carpenter, Manchester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

BENJAMIN A. KIMBALL,
President.

JOHN F. WEBSTER,
Treasurer.

* Elected October 8, 1901.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. November 7, 1901. Then personally appeared the above-named Benjamin A. Kimball, president, and John F. Webster, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE E. SHEPARD,
Notary Public.

REPORT

OF THE

FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

DEPRECIATION IN EQUIPMENT, ETC.		
(As per Appraisal to Boston & Maine Railroad)		
Material and supplies		\$8,724.61
Freight and other cars		852,374.88
		<hr/>
		\$861,099.49
Less locomotives (appreciation as per appraisal to Boston & Maine Railroad)	\$104,578.73	
Less passenger, mail, and baggage cars (appreciation as per appraisal to Boston & Maine Railroad) . .	69,075.54	
	<hr/>	173,654.27
		<hr/>
		\$687,445.22
GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road		\$1,780,940.00
Interest on bank deposit		463.18
		<hr/>
Gross income		\$1,781,403.18
Expenses and charges upon income accrued dur- ing the year:		
Salaries and maintenance of or- ganization	\$7,463.18	
Interest on funded debt	920,405.00	
	<hr/>	
Total expenses and charges upon income . .		927,868.18
		<hr/>
Net divisible income		\$853,535.00

Dividends* declared, 1 per cent on common stock	\$220.00	
Dividends declared, 5 per cent on preferred stock	853,315.00	
		\$853,535.00
Surplus for the year ending June 30, 1901		nothing
Amount of surplus June 30, 1900		\$965,997.18
Credits to profit and loss account during the year:		
Funds (ledger) transferred	\$365,356.14	
Profit on sale treasury stock	170,340.00	
Total credits	\$535,696.14	
Debits to profit and loss account:		
Depreciation equipment, \$687,-445.22; accounts charged off, \$27,976.75	715,421.97	
Net amount credited to profit and loss		179,725.83
Total surplus June 30, 1901		\$786,271.35
GENERAL BALANCE SHEET.		
Cost of road		\$39,872,386.64
Cost of equipment		3,830,267.01
Improvements		1,891,216.56
Total permanent investments		\$45,593,870.21
Cash	\$10,518.31	
Due from solvent companies and individuals	60,805.00	
Other cash assets	383,862.47	
Total cash and current assets		455,185.78
Other assets and property:		
Rental accrued not due	\$224,514.97	
Boston & Maine Railroad lessee	936,034.06	
Total miscellaneous assets		1,160,549.03
Total		\$47,209,605.02
Capital stock, common	\$7,000,000.00	
Capital stock, preferred	17,360,000.00	
Total capital stock		24,360,000.00

* No dividend paid on stock owned by Fitchburg and Boston & Maine Railroads.

Funded debt		\$21,164,000.00
Current liabilities:		
Audited vouchers and accounts	\$62,426.80	
Dividends not called for	3,593.50	
Matured interest coupons unpaid (including coupons due July 1)	68,007.50	
Total current liabilities		134,027.80
Accrued liabilities:		
Interest accrued and not yet due	\$224,514.97	
B. B. & G. R. R. stockholders	130.00	
B. & M. R. R. lease improvements	540,660.90	
Total accrued liabilities		765,305.87
Profit and loss balance—surplus		\$46,423,333.67
		786,271.35
Total		\$47,209,605.02
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
Additions to construction account:		
Lands, land damages, and fences	\$13,713.05	
Milford branch consolidation	82.36	
Permanent improvements	493,747.22	
Total additions to construction account		\$507,542.63
Additions to equipment account:		
Locomotives (23 in number)	\$288,430.00	
Cars for freight service (128 in number)	90,771.62	
Total additions to equipment account		379,201.62
Appreciation in equipment		173,654.27
Total additions to property accounts		\$1,060,398.52
Deductions from property accounts:		
Depreciation in equipment	\$352,374.88	
Land sold	100.00	
Total deductions from property accounts		852,474.88
Net addition to property accounts for the year		\$207,923.64

CAPITAL STOCK.	
Capital stock authorized by law, common . .	\$7,000,000.00
Capital stock authorized by law, preferred . .	17,360,000.00
Total capital stock authorized by law . .	<u>\$24,360,000.00</u>
Capital stock authorized by votes of company, common . .	\$7,000,000.00
Capital stock authorized by votes of company, preferred	17,360,000.00
Total capital stock authorized by vote . .	<u>\$24,360,000.00</u>
Capital stock issued and outstanding, common .	\$7,000,000.00
Capital stock issued and outstanding, preferred .	17,360,000.00
Total capital stock outstanding	<u>\$24,360,000.00</u>
Number of shares issued and outstanding, common	70,000
Number of shares issued and outstanding, preferred	173,600
Total number of shares outstanding	<u>243,600</u>
Number of stockholders, common	2
Number of stockholders, preferred	5,933
Total number of stockholders	<u>5,935</u>
Number of stockholders in New Hampshire, preferred	624
Amount of stock held in New Hampshire, preferred	\$871,300.00
Total stock held in New Hampshire	<u>871,300.00</u>
RAILROAD OWNED.	
Length of main line in New Hampshire	43.09 miles
Total length of main line	249.05 "
Length of branch line in New Hampshire	35.43 "
Total length of branch line	145.09 "
Total length of line owned in New Hampshire	78.52 "
Total length of line owned	394.14 "
Length of second track	123.92 "

Length of third track	3.90 miles
Length of fourth track	2.02 "
Total length of track owned in New Hampshire	78.52 "
Total length of track owned	523.98 "

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Fitchburg Railroad	5 %	Oct. 1, 1901	\$500,000.00	\$24,525.00
" "	5 %	Apr. 1, 1902	500,000.00	25,000.00
" "	5 %	Apr. 1, 1903	500,000.00	25,050.00
" "	4 %	Mar. 1, 1904	500,000.00	20,240.00
" "	4 %	June 1, 1905	500,000.00	19,640.00
" "	4 %	Feb. 1, 1937	5,000,000.00	200,000.00
" "	4 %	Apr. 1, 1907	1,500,000.00	59,700.00
" "	5 %	May 1, 1908	2,000,000.00	99,950.00
" "	4 %	June 1, 1920	500,000.00	19,820.00
" "	4 %	Mar. 1, 1903	54,000.00	2,160.00
" "	5 %	Sept. 1, 1903	378,000.00	18,900.00
" "	5 %	Nov. 1, 1903	1,000,000.00	50,125.00
" "	5 %	Dec. 1, 1903	500,000.00	24,900.00
" "	4 1/2 %	May 1, 1914	500,000.00	22,342.50
" "	4 %	Mar. 1, 1915	1,359,000.00	54,120.00
" "	4 %	July 1, 1916	500,000.00	19,820.00
" "	4 %	Mar. 1, 1927	2,750,000.00	110,080.00
" "	4 %	Jan. 1, 1928	1,450,000.00	58,000.00
" "	3 1/2 %	Oct. 1, 1920	500,000.00	8,732.50
Troy & Boston R. R., 1st mrtge..	7 %	July 1, 1924	573,000.00	40,110.00
Brookline & Pepperell.....	5 %	Dec. 1, 1911	100,000.00	4,975.00
Fitchburg.....	5 %	Oct., 1900	.....	12,575.00
Total.....	.....	.....	\$21,164,000.00	\$920,565.00

PROPER ADDRESS OF THE COMPANY.

**FITCHBURG RAILROAD COMPANY,
BOSTON, MASS.**

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Moses Williams, president, Boston, Mass.; Dan A. Gleason, treasurer, Boston, Mass.; Paul Crocker, clerk of corporation, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Gordon Abbott, Boston, Mass.; Brigham N. Bullock, Fitchburg, Mass.; Charles T. Crocker, Fitchburg, Mass.; William H. Hollister, New York, N. Y.; Charles Lowell, Boston, Mass.; William E. Rice, Worcester, Mass.; Joseph B. Russell, Belmont, Mass.; Francis Smith, Rockland, Me.; Frederic J. Stinson, Boston, Mass.; Rodney Wallace, Fitchburg, Mass.; Charles E. Ware, Fitchburg, Mass.; William S. Webb, New York, N. Y.; Moses Williams, Boston, Mass.; Robert Winsor, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

MOSES WILLIAMS,
CHARLES E. WARE,
RODNEY WALLACE,
B. N. BULLOCK,
C. LOWELL,
GORDON ABBOTT,
JOSEPH B. RUSSELL,
ROBERT WINSOR,

Directors.

DAN A. GLEASON,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER and SUFFOLK, ss. September 18 and 20, 1901. Then personally appeared the above-named Charles E. Ware, Rodney Wallace, and B. N. Bullock, in Worcester, ss., on the 18th, and Charles Lowell, Gordon Abbott, and Joseph B. Russell in Suffolk, ss., on the 18th, and Robert Winsor and Moses Williams in Suffolk, ss., on the 20th, and Dan A. Gleason in Suffolk, ss., on the 20th, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES B. GLEASON,
Justice of the Peace.

REPORT

OF THE

FRANKLIN & TILTON RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Amount of surplus June 30, 1900	\$4,598.00
Total surplus June 30, 1901	4,598.00
GENERAL BALANCE SHEET.	
Cost of road	\$250,000.00
C. & M. and B. & M. lease account	4,598.00
Total	\$254,598.00
Capital stock, common	\$250,000.00
Profit and loss balance—surplus	4,598.00
Total	\$254,598.00
CAPITAL STOCK.	
Capital stock authorized by law, common	\$300,000.00
Capital stock authorized by votes of company, common	250,000.00
Capital stock issued and outstanding, common	250,000.00
Number of shares issued and outstanding, common	2,500
Number of stockholders, common	2
Number of stockholders in New Hampshire, common	2
Amount of stock held in New Hampshire, common	\$250,000.00
RAILROAD OWNED.	
Length of main line	5 miles

GENERAL REMARKS AND EXPLANATIONS.

The Franklin & Tilton Railroad was leased to the Concord & Montreal Railroad on October 8, 1895, for the term of 91 years from April 1, 1895, at the nominal sum of one dollar annually, with such additional sums as may be necessary to keep up the organization of the lessor. On the same date this lease was assigned to the Boston & Maine Railroad, which corporation now operates the Franklin & Tilton Railroad under said lease, and all statistical information concerning the operation of the said lessor railroad will be found embodied in the report of the Boston & Maine Railroad.

PROPER ADDRESS OF THE COMPANY.

FRANKLIN & TILTON RAILROAD,
FRANKLIN FALLS, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Benjamin A. Kimball, president, Concord, N. H.; Frank Proctor, treasurer, Franklin Falls, N. H.; Edward G. Leach, clerk of corporation, Franklin Falls, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Benjamin A. Kimball, Samuel S. Kimball,* Concord, N. H.; Alvah W. Sulloway, Franklin Falls, N. H.; Frank Jones, Portsmouth, N. H.; Horace E. Chamberlin, Concord, N. H.; Alfred E. Tilton, Tilton, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

FRANK PROCTOR,

Treasurer.

BENJAMIN A. KIMBALL,

President.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. September 16, 1901. Then personally appeared the above-named Frank Proctor, treasurer, and Benjamin A. Kimball, president, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD G. LEACH,
Justice of the Peace.

* Deceased.

REPORT

OF THE

MAINE CENTRAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$5,896,346.61
Operating expenses	3,962,338.90
Net earnings from operation	\$1,934,007.71
Dividends received on stocks owned:	
Boston & Maine Railroad, 7 per cent	\$329.00
Portland & Ogdensburg Railway, 2 per cent	3,963.60
Bridgton & Saco River Railroad, 4 per cent	200.00
Knox & Lincoln Railway, 5 per cent	10,000.00
St. John Bridge and Railway Extension Company, 10 per cent	2,000.00
Interest received on bonds owned:	
Maine Central consolidation, 7 per cent	35.00
Miscellaneous income, less expense:	
Rents and wharfage	41,953.96
Miscellaneous	6,108.86
Total income from sources other than operation	64,590.42
Gross income above operating expenses	\$1,998,598.13
Charges upon income accrued during the year:	
Interest on funded debt	\$604,221.66
Taxes	197,345.32

Rentals of leased roads:	
European & North American Railway	\$165,500.00
Belfast & Moosehead Lake Railroad	36,000.00
Dexter & Newport Railroad	13,350.00
Eastern Maine Railway	9,500.00
Portland & Ogdensburg Railway	182,300.76
Dexter & Piscataquis Railroad	13,350.00
Upper Coös Railroad	61,375.00
Hereford Railway	64,500.00
Knox & Lincoln Railway	47,045.84
Paid trustees sinking funds	29,440.00
Total charges and deductions from income	\$1,423,928.58
Net divisible income	\$574,669.55
Dividends declared during the year payable on—	
October 1, 1900 (No. 54), 1½ per cent on \$4,975,900, common	\$74,638.50
January 1, 1901 (No. 55), 1½ per cent on \$4,975,900, common	74,638.50
April 1, 1901 (No. 56), 1½ per cent on \$4,975,900, common	74,638.50
July 1, 1901 (No. 57), 1½ per cent on \$4,975,900, common	74,638.50
Total dividends declared	298,554.00
Surplus for the year ending June 30, 1901	\$276,115.55
Amount of surplus June 30, 1900	204,430.30
	\$480,545.85
Credits to profit and loss account during the year:	
Premiums on bonds sold	\$27,280.28
Miscellaneous items	18,973.37
Total credits	\$46,253.65
Debits to profit and loss account:	
Dividend No. 53 paid July 2, 1900, from earnings of year ended June 30, 1900, \$74,638.50; amount charged off,* \$200,000.00	274,638.50
Net amount debited to profit and loss	228,384.85
Total surplus June 30, 1901	\$252,161.00

* Representing par value of 2,000 shares capital stock of Knox & Lincoln Railway now without marketable value on account of merger of that company in Maine Central Railroad Co.

EARNINGS FROM OPERATION.	
Gross receipts from passengers	\$2,122,153.59
Deductions:	
Tickets redeemed \$3,062.37	
Excess fares refunded 6,264.51	
Other payments 2,072.22	
Total deductions	11,399.10
Net revenue from passengers	\$2,110,754.49
From mails \$180,441.73	
From express 84,623.19	
From extra baggage and storage 37,697.87	
Other earnings, passenger service:	
News privilege on passenger trains 3,200.00	
Paper train privileges 8,284.24	
Sundry other trains and items 2,974.48	
Total earnings, passenger service	317,221.51
Total earnings, passenger service	\$2,427,976.00
Gross receipts from freight	\$3,477,360.92
Overcharge to shippers	49,885.27
Net revenue from freight	\$3,427,475.65
Other earnings, freight service:	
Freight storage \$4,969.00	
Freight switching 8,125.96	
Total earnings, freight service	13,094.96
Total earnings, freight service	\$3,440,570.61
Total passenger and freight earnings	\$5,868,546.61
Rentals from buildings and other property	27,800.00
Gross earnings from operation	\$5,896,346.61
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers	\$33,066.72
Salaries of clerks and attendants	23,284.90
General office expenses and supplies	30,987.02
Insurance	41,929.82
Law expenses	27,689.85

Stationery and printing (general offices)	\$4,592.37
Miscellaneous expenses	3,324.86
Total	<u>\$164,875.54</u>
Maintenance of way and structures:	
Repairs of roadway	\$638,278.88
Renewals of rails	120,724.66
Renewals of ties	104,692.83
Repairs and renewals of bridges and culverts	169,541.76
Repairs and renewals of fences, road crossings, signs, and cattle guards	19,236.55
Repairs and renewals of buildings and fixtures	130,338.35
Repairs and renewals of docks and wharves	5,819.14
Repairs and renewals of telegraph	16.34
Stationery and printing	754.65
Superintendence and general expenses	17,492.07
Total	<u>\$1,206,895.23</u>
Maintenance of equipment:	
Superintendence	\$18,172.68
Repairs and renewals of locomotives	208,716.98
Repairs and renewals of passenger cars	109,373.06
Repairs and renewals of freight cars	133,736.81
Repairs and renewals of work cars	9,648.51
Repairs and renewals of marine equipment	63,211.15
Repairs and renewals of shop machinery and tools	13,801.44
Stationery and printing	1,137.92
Miscellaneous expenses	1,547.67
Total	<u>\$559,346.22</u>
Conducting transportation:	
Superintendence	\$58,617.90
Engine and roundhouse men	318,479.69
Fuel for locomotives	533,836.42
Water supply for locomotives	23,307.19
Oil, tallow, and waste for locomotives	7,816.87
Other supplies for locomotives	4,192.25
Train service	223,268.19
Train supplies and expenses	49,978.98
Switchmen, flagmen, and watchmen	159,138.46
Telegraph expenses	62,199.37
Station service	242,587.35
Station supplies	50,634.39
Car mileage—balance	118,425.45
Loss and damage	16,755.15
Injuries to persons	62,780.63

Clearing wrecks	\$4,078.15
Operating marine equipment	32,318.07
Advertising	15,061.67
Outside agencies	2,171.68
Commissions	6,172.14
Rentals for tracks, yards, and terminals	7,500.00
Rentals of buildings and other property	9,181.37
Stationery and printing	21,098.76
Miscellaneous expenses	1,621.78
Total	\$2,031,221.91
Recapitulation:	
General expenses	\$164,875.54
Maintenance of way and structures	1,206,895.23
Maintenance of equipment	559,346.22
Conducting transportation	2,031,221.91
Total operating expenses	\$3,962,338.90
Percentage of operating expenses to gross earnings	67.120

GENERAL BALANCE SHEET.

Cost of road	\$14,562,748.85
Cost of equipment	2,617,687.93
Stock of:	
Boston & Maine Railroad	\$4,700.00
Portland & Ogdensburg Railway	79,272.00
Bridgton & Saco River Railroad	5,000.00
St. John Bridge & Railway Extension Company	20,000.00
Portland Union Railway Station Company	25,000.00
	133,972.00
Bonds of:	
Maine Central Railroad Company	\$500.00
Knox & Lincoln Railway	31,000.00
Maine Shore Line Railroad Co.	5,000.00
Upper Coös Railroad	118,000.00
	154,500.00
Total permanent investments	\$17,468,908.78
Cash	\$491,315.98
Bills receivable	152,817.50
Due from agents	130,316.50

Traffic balances due from other companies	\$242,418.22	
Due from solvent companies and individuals	140,250.68	
Sinking and other special funds	626,306.03	
Total cash and current assets		\$1,783,424.91
Materials and supplies		521,210.59
Total		\$19,773,544.28
Capital stock, common		\$4,988,000.00
Funded debt		12,492,192.00
Current liabilities:		
Audited vouchers and accounts	\$608,728.58	
Salaries and wages	78,169.00	
Traffic balances due to other companies	45,914.32	
Dividends not called for	9,114.54	
Matured interest coupons unpaid (including coupons due July 1)	34,431.75	
Rentals due and unpaid (including rentals due July 1)	29,975.00	
Dividend No. 57, due July 1, 1901	74,638.50	
Total current liabilities		880,971.69
Accrued liabilities:		
Interest accrued and not yet due	\$165,621.66	
Taxes accrued and not yet due	110,629.91	
Rentals accrued and not yet due	84,395.91	
Total accrued liabilities		360,647.48
Sundry lease accounts		104,933.75
Sinking and other special funds:		
Injury fund	\$68,332.33	
Sinking funds (for detail see fortieth annual report of the Maine Central Railroad Co.)	626,306.03	
Total sinking and other special funds		694,638.36
Profit and loss balance—surplus		252,161.00
Total		\$19,773,544.28
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
Additions to construction account:		
Knox & Lincoln Railway construction		\$1,516,951.54

Additions to equipment:		
Locomotives (7 in number)	\$15,800.00	
Cars for passenger service (12 in number)	9,900.00	
Cars for freight service (142 in number)	28,000.00	
Cars for company's service (10 in number)	1,375.00	
Marine equipment	127,973.46	
Total additions to equipment account		\$183,048.46
Total additions to property accounts*		\$1,700,000.00
CAPITAL STOCK.		
Capital stock authorized by law, common		\$12,000,000.00
Capital stock authorized by votes of company, common	4,988,000.00	
Capital stock issued and outstanding, common	4,975,300.00	
Portland & Kennebec script†	600.00	
Maine Central script†	1,100.00	
Androscoggin & Kennebec stock bonds†	11,000.00	
Total capital stock liability		\$4,988,000.00
Number of shares issued and outstanding, common	49,753	
Number of stockholders, common	824	
Number of stockholders in New Hampshire, common	65	
Amount of stock held in New Hampshire, common		\$178,600.00
INJURY FUND.		
Amount of injury fund June 30, 1900		\$68,332.33
Additions during the year		62,762.63
Total, including additions		\$131,094.96
Deductions during the year		62,762.63
Total injury fund June 30, 1901		\$68,332.33

*By the terms of the merger of the Knox & Lincoln Railway in the Maine Central Railroad Co., the Maine Central becomes liable for Knox & Lincoln bonds amounting to \$1,700,000. This amount represents the par value of Knox & Lincoln Railway bonds for which the Maine Central becomes liable under the merger, \$183,048.46 being charged against "Equipment Account" and the balance against "Construction Account."

† Exchangeable for Maine Central stock on presentation.

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Maine Central Consolidated...	7 %	Apr. 1, 1912	\$3,924,000.00	\$276,181.50
" " " ...	5 %	" "	269,500.00	13,240.00
" " " ...	4½ %	" "	1,525,000.00	69,277.50
" " " ...	4 %	" "	3,265,500.00	121,940.00
" " Collateral Trust.	5 %	June 1, 1923	669,000.00	33,150.00
Maine Shore Line R. R. bonds.	6 %	" "	81,000.00	3,900.00
Penobscot Shore Line, 1st mtg.	4 %	Aug. 1, 1920	1,300,000.00	25,820.00
Knox & Lincoln, 2d mortgage..	5 %	Feb. 1, 1921	400,000.00	9,225.00
Maine Central sinking fund....	4½ %	Feb. 1, 1905	600,000.00	26,685.00
" " Impt., Class A...	4½ %	July 1, 1916	200,000.00	} 20,250.00
" " " " B...	4½ %	July 1, 1917	250,000.00	
" " interest scrip *..			8,192.00	.....
" " Extension.....	6 %	Oct. 1, 1900	.....	14,145.00
Total.....			\$12,492,192.00	\$613,814.00

* Exchangeable for Maine Central consols on presentation.

SINKING FUNDS.

Amount June 30, 1900, of sundry sinking funds .	\$571,442.48
Additions during the year to sundry sinking funds	55,172.63
Total, including additions	\$626,615.11
Deductions during the year from sundry sinking funds	309.08
Total sinking funds June 30, 1901*	\$626,306.03

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue .	2,633,331
Number of passengers carried one mile . .	97,934,328
Number of passengers carried one mile per mile of road operated	120,043

* For full detail of various sinking funds see tables 12 to 15, inclusive, in fortieth annual report of the Maine Central Railroad Co.

Average length of journey per passenger, miles	37.19
Average amount received from each passenger	\$0.80155
Average amount received per passenger per mile carried	.02155
Passenger earnings (gross) per mile of road operated	2,976.08080
Passenger earnings (gross) per passenger-train mile run	1.24562
Freight traffic:	
Number of tons of freight hauled earning revenue	3,740,709
Number of tons of freight hauled one mile	299,114,181
Number of tons of freight hauled one mile per mile of road operated	366,638
Average length of haul per ton, miles	79.96
Average amount received for each ton of freight	\$0.91626
Average amount received per ton per mile hauled	.01146
Freight earnings (gross) per mile of road operated	4,217.26415
Freight earnings per freight-train mile run	2.43675
Operating expenses:	
Operating expenses per mile of road operated	\$4,856.91931
Operating expenses per revenue-train mile run	1.22872
Train mileage:	
Miles run by passenger trains	1,812,819
Miles run by freight trains	1,275,559
Miles run by mixed trains	136,390
Total mileage of trains earning revenue	3,224,768
Miles run by locomotives helping trains	79,504
Miles run by construction and other trains (non-revenue trains)	234,803
Total train mileage	3,539,075
Average rate of fare per mile, all tickets	\$0.02155
Average number of persons employed	3,553
RAILROAD OWNED.	
Length of main line	393.62 miles
Length of branch line	1.15 "
Total length of line owned	394.77 miles
Length of second track	32.80 "
Length of side track, etc.	144.44 "
Total length of track owned	572.01 miles

Description of Railroads and Branches owned by Other Companies but Operated by This Company.

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.	Length of line in miles.		Second track.		Side track, etc.		Length computed as single track.	
			Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
Belfast & Moosehead Lake.....	Main.	Burnham Junction to Belfast, Me..	33.13	.....	.....	.....	4.12	.....	37.25	.....
Dexter & Newport.....	"	Newport to Dexter, Me.....	14.23	.....	.....	.....	1.78	.....	16.01	.....
Dexter & Piscataquis.....	"	Dexter Junction to Foxcroft, Me..	16.54	.....	.....	.....	2.71	.....	19.25	.....
European & North American.....	Branch.	Bangor to Vanceboro, Me.....	114.30	.....	3.80	.....	48.24	.....	166.34	.....
Stillwater Branch.....	"	Orono to Stillwater, Me.....	3.01	.....	.....	.....	1.38	.....	4.39	.....
Enfield Branch.....	"	Enfield to Montague, Me.....	3.03	.....	.....	.....	1.22	.....	4.25	.....
Eastern Maine.....	Main.	Bangor Junction to Bucksport, Me..	18.80	.....	.....	.....	2.04	.....	20.84	.....
Portland & Ogdensburg.....	"	Portland to Lunenburg, Vt.....	109.10	57.98	3.46	.....	32.42	16.60	144.98	74.58
Portland & Ogdensburg.....	"	Portland, Union Station, to Thompson's Point, Me.....	.74	.....	.74	.....	.....	.....	1.48	.....
Upper Coos.....	"	Quebec Junction to Canada Line near Beecher Falls, Vt.....	55.33	41.48	.....	.....	10.89	7.74	66.22	49.22
Hereford.....	"	Canada Line, near Beecher Falls, Vt., to Lime Ridge, P. Q.....	52.85	.67	.....	.....	8.53	.11	61.38	.78
Total.....			421.06	100.13	8.00	.....	113.33	24.45	542.39	124.58

Description of Railroads and Branches owned by This Company.

NAME OF RAILROAD OR BRANCH.	Main or Branch	Termini of Main or Branch Line.	Length of line in miles.		Second track.		Side track, etc.		Length com- puted as single track.
			Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.
Maine Central R. R. Co.....	Main.	Portland to Bangor, Me.....	136.60	.....	32.80	.....	78.69	.....	248.09
" " " ".....	"	Brunswick to Bath, Me.....	8.90	.....	.....	.....	4.86	.....	13.76
" " " ".....	"	Woolwich to Rockland, Me.....	47.03	.....	.....	.....	8.50	.....	55.53
" " " ".....	"	Rockland, Me., to Wharf.....	1.36	.....	.....	.....	16	.....	1.42
" " " ".....	"	Cumberland Jc. to Skowhegan, Me.....	91.20	.....	.....	.....	29.28	.....	120.48
" " " ".....	"	Brunswick to Farmington, Me.....	62.60	.....	.....	.....	15.22	.....	77.82
" " " ".....	"	Crowley's to Lewiston, Me.....	4.80	.....	.....	.....	2.24	.....	7.04
" " " ".....	"	Brewer Jc. to Mt. Desert Ferry, Me.....	41.13	.....	.....	.....	5.00	.....	46.13
" " " ".....	Branch.	Gardiner Jc. to Copsecook Mt., Me.....	1.15	.....	.....	.....	.48	.....	1.63
Total.....		.....	394.77	.....	32.80	.....	144.44	.....	572.01

EQUIPMENT.

ROLLING STOCK.	EQUIPMENT.						Name of coupler used.
	Number owned.	Number leased.	Total owned and leased.	Maximum weight, pounds.	Average weight, pounds.	Number equipped with power driving-wheel brakes.	
Passenger locomotives.....	121	64	185	237,600	179,057	64	.....
Freight locomotives.....	46	70	116	220,600	171,457	70	.....
Switching, etc., ".....		33	33	165,300	136,553	33	.....
Total.....	121	46	167	.....	.....	167	.....
Passenger cars.....	112	57	169	.....	.....	150	{ 111 Miller, 1 Gould, 11 National, 27 Miller-Buhoup.
Combination cars.....			19	.....	.....	19	{ 8 Miller, 5 National, 2 Trojan, 1 Gould, 3 Miller-Buh.
Parlor cars.....				.....	.....		.....
Baggage, express, and mail cars.....	47	19	66	.....	.....	66	{ 47 Miller, 10 National, 9 Miller-Buhoup.
Other cars in passenger service.....	2		2	.....	.....	2	Miller.
Total.....	161	76	237	.....	.....	237	.....
Box cars.....	596	579	1,175	.....	.....	86	{ 845 Gould, 324 Trojan, 6 Standard.
Flat cars.....	1,291	731	2,022	.....	.....	1,792	{ 1042 Gould, 851 Trojan, 95 National, 25 Standard, 9 Tower.
Stock cars.....	24	32	56	.....	.....	55	42 Trojan, 14 Gould.

Coal cars.....	399	.....	399	.....	.....	.....	.....	.....	.....	399	.....	{ 7 Trojan, 50 Norton, 342 Gould.
Refrigerator cars.....	8	5	13	.....	.....	.....	.....	.....	.....	13	.....	Gould.
Total.....	2,318	1,947	3,665	.....	.....	.....	.....	.....	.....	3,155	.....	3,665
Officers' and pay cars.....	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	National.
Gravel cars.....	38	20	58	.....	.....	.....	.....	.....	.....	.....	.....	.....
Derrick cars.....	16	2	18	.....	.....	.....	.....	.....	.....	10	.....	9 Trojan, 8 Gould.
Caboose cars.....	50	16	66	.....	.....	.....	.....	.....	.....	66	.....	14 Trojan, 52 Gould.
Other cars in company's service.....	289	25	314	.....	.....	.....	.....	.....	.....	193	.....	{ 1 Standard, 61 Gould, 200 Trojan.
Total.....	394	63	457	.....	.....	.....	.....	.....	.....	270	.....	346

RAILROAD OPERATED.	
Length of main line in New Hampshire	100.13 miles
Total length of main line	808.64 "
Length of branch line	7.19 "
Total length of line operated in New Hampshire	100.13 "
Total length of line operated	815.83 "
Length of second track	40.80 "
Length of side track, etc., in New Hampshire . .	24.45 "
Total length of side track, etc.	257.77 "
Total length of track operated in New Hampshire	124.58 "
Total length of track operated	1,114.40 "
Number of 8-wheel cars in passenger service with brakes for all wheels	236
Number of 12-wheel cars in passenger service with brakes for all wheels	1
RAILROAD CROSSINGS IN NEW HAMPSHIRE.	
<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade	63
Number of highway grade crossings protected by flagmen: in winter, 2; in summer	5
Number of highway grade crossings unprotected in summer	58
Number of highway bridges 18 feet (or more) above track	1
Height of lowest highway bridge above track . .	20 ft. 8 in.
<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other rail- roads at grade	6
The Boston & Maine Railroad at Fabyans, Whitefield, Scott's, Jefferson Junction, and Coös Junction. The Grand Trunk Railway at North Stratford.	
RAILROAD BRIDGES IN NEW HAMPSHIRE.	
Total length of pile and trestle bridging . . .	1,003 feet

BRIDGES REPAIRED.

LOCATION.	Description of bridge.	Description of work done.
Bridge over Connecticut river at Lunenburg.	3 span wooden, Towne, lattice, through trusses.	Re-enforced with wooden arches.

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on all lines operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.. .. .		1	.....	.....	.....	1	.....	18
Employees.. .. .	1	2	.....	1	1	3	3	101
Others.....	.....	.....	.....	.....	.....	.....	13	16
Total....	1	3	.....	1	1	4	16	135

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

Passenger slightly injured by being thrown against seat when train stopped suddenly.

Brakeman fell from train, was run over and instantly killed.

Brakeman slipped while uncoupling cars and sprained his ankle.

Brakeman handling freight, piece fell on and jammed foot.

Brakeman jumped from car and sprained his ankle.

PROPER ADDRESS OF THE COMPANY.

MAINE CENTRAL RAILROAD COMPANY,

PORTLAND, ME.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, president, Portland, Me.; George F. Evans, vice-president, Portland, Me.; George W. York, treasurer, Portland, Me.; Josiah H. Drummond, clerk of corporation, Portland, Me.; George S. Hobbs, general auditor, Portland, Me.; George F. Evans, general manager, Portland, Me.; Frederic E. Boothby, general passenger agent, Portland, Me.; W. K. Sanderson, general freight agent, Portland, Me.; Morris McDonald, general superintendent, Portland, Me.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William G. Davis, George F. Evans, Portland, Me.; William P. Frye, Lewiston, Me.; Samuel C. Lawrence, Medford, Mass.; Lewis Cass Ledyard, New York, N. Y.; Joseph H. Manley, Augusta, Me.; Henry R. Reed, Boston, Mass.; Joseph S. Ricker, Portland, Me.; Lucius Tuttle, Boston, Mass.; John Ware, Waterville, Me.; George P. Wescott, Portland, Me.; Henry M. Whitney, Boston, Mass.; Franklin A. Wilson, Bangor, Me.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

LUCIUS TUTTLE,
WM. G. DAVIS,
FRANKLIN A. WILSON,
WILLIAM P. FRYE,
GEORGE F. EVANS,
JOHN WARE,
GEORGE P. WESCOTT,
JOSEPH H. MANLEY,
Directors.

GEORGE S. HOBBS,
General Auditor.

GEORGE F. EVANS,
Vice-President and General Manager.

STATE OF MAINE.

CUMBERLAND, ss. October 16, 1901. Then personally appeared the above-named Lucius Tuttle, William G. Davis, Franklin A. Wilson, William P. Frye, George F. Evans, John Ware, George P. Wescott, Joseph H. Manley, directors, and George S. Hobbs, general auditor, and George F. Evans, vice-president and general manager, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSIAH H. DRUMMOND,
Justice of the Peace.

REPORT

OF THE

MANCHESTER & LAWRENCE RAIL- ROAD

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road	\$112,960.00
Dividends received on stocks owned:	
Mt. Washington R. R., 53 shares	\$159.00
Suncook Valley R. R., 170 $\frac{1}{2}$ shares	1,022.40
	1,181.40
Interest on deposits	30.90
	\$114,172.30
Gross income	
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$1,712.08
Interest on funded debt	10,960.00
Legal expenses	5,032.00
	17,704.08
Total expenses and charges upon income	
Net divisible income	\$96,468.22
Dividends declared, 10 per cent on common stock	100,000.00
	\$3,531.78
Deficit for the year ending June 30, 1901	
Amount of surplus June 30, 1900	153,980.05
	\$150,448.27
Total surplus June 30, 1901	
GENERAL BALANCE SHEET.	
Cost of road	\$1,000,000.00
Cost of telegraph	4,770.35
Lands in Manchester, N. H. (terminals)	274,298.53

Stock of Suncook Valley R. R.	\$17,040.00	
Stock of Mt. Washington R. R.	5,300.00	
		\$22,340.00
Total permanent investments		\$1,301,408.88
Cash	\$6,228.89	
Due from solvent companies and individuals	123,454.00	
Total cash and current assets		129,682.89
Total		\$1,431,091.77
Capital stock		\$1,000,000.00
Funded debt		274,000.00
Dividends not called for		6,643.50
Profit and loss balance—surplus		150,448.27
Total		\$1,431,091.77
CAPITAL STOCK.		
Capital stock authorized by law, common		\$1,000,000.00
Capital stock authorized by votes of company, common		1,000,000.00
Capital stock issued and outstanding, common		1,000,000.00
Number of shares issued and outstanding, common		10,000
Number of stockholders, common		545
Number of stockholders in New Hampshire, common		265
Amount of stock held in New Hampshire, common		\$616,300.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Series A *.....	4%	Jan. 1, 1922	\$274,000.00	\$10,960.00
Total.....			\$274,000.00	\$10,960.00

* Issued for the purchase of real estate in Manchester, N. H., but not secured by mortgage. The interest is guaranteed and paid by the Boston & Maine Railroad.

RAILROAD OWNED.	
Length of main line	22.39 miles

PROPER ADDRESS OF THE COMPANY.
MANCHESTER & LAWRENCE RAILROAD,
 867 ELM STREET, MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.
 John W. Sanborn, president, Sanbornville, N. H.; George H. Chandler, treasurer, Manchester, N. H.; George H. Chandler, clerk of corporation, Manchester, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.
 George W. Armstrong,* Brookline, Mass.; John W. Sanborn, Sanbornville, N. H.; George Byron Chandler, Manchester, N. H.; William P. Fowler, Boston, Mass.; Sumner Wallace, Rochester, N. H.; Calvin Page, Portsmouth, N. H.; Eugene P. Carver, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

JOHN W. SANBORN,
President.

GEORGE H. CHANDLER,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Manchester, N. H., September 6, 1901. Then personally appeared the above-named John W. Sanborn and George H. Chandler and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE B. CHANDLER,
Justice of the Peace.

*Died June 30, 1901.

REPORT

OF THE

MT. WASHINGTON RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation	\$21,781.75	
Less operating expenses	11,597.95	
Income from operation		\$10,183.80
Miscellaneous income:		
Rent of Summit House	\$7,000.00	
Less expenses	1,033.72	
Income from other sources		5,966.28
Total income		\$16,150.08
Deductions from income:		
Interest and discount on interest-bearing current liabilities	\$527.92	
Taxes	2,510.87	
Total deductions from income		3,038.79
Net income		\$13,111.29
Dividends declared, 3 per cent on common stock		6,345.00
Surplus for the year ending June 30, 1901		\$6,766.29
Balance profit and loss account June 30, 1900, surplus		329.33
Total profit and loss account, surplus		\$7,095.62

Charged profit and loss and credited construction account for buildings at base of mountain to take the place of old buildings	\$4,198.81	
Apropriated for new kitchen at Summit House	2,500.00	\$6,698.81
Balance profit and loss account June 30, 1901, surplus		\$396.81
EARNINGS FROM OPERATION.		
Passenger revenue		\$21,631.75
Mail		150.00
Total passenger earnings		\$21,781.75
EXPENSES OF OPERATION.		
Maintenance of way and structures:		
Repairs of roadway		\$4,055.43
Repairs of buildings		187.38
Total		\$4,242.81
Maintenance of equipment:		
Repairs and renewals of locomotives		\$458.06
Repairs and renewals of passenger cars		54.89
Shop, machinery, tools, etc.		233.67
Total		\$746.62
Conducting transportation:		
Wages of enginemen, firemen, roundhouse men, and other trainmen		\$2,488.78
Fuel for locomotives		1,143.88
Water supplies for locomotives		36.41
All other supplies for locomotives		62.71
Wages of switchmen, flagmen, and watchmen		383.22
Station supplies		13.29
Injuries to persons		163.92
Total		\$4,292.21

General expenses:		
Salaries of officers		\$951.00
Advertising		76.75
Insurance		1,226.11
Stationery and printing		41.25
Other general expenses		21.20
Total		<u>\$2,316.31</u>
Recapitulation of expenses:		
Maintenance of way and structures		\$4,242.81
Maintenance of equipment		746.62
Conducting transportation		4,292.21
General expenses		2,316.31
Grand total		<u>\$11,597.95</u>
Percentage of operating expenses to earnings		53.24
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
Total charges to property accounts		\$139,198.81
Construction of buildings at Base station		4,198.81
Balance June 30, 1901		<u>\$135,000.00</u>
GENERAL BALANCE SHEET.		
Cost of road and equipment		\$135,000.00
Summit House		26,000.00
Lands at summit and base of Mt. Washington		56,000.00
Total permanent investments		<u>\$217,000.00</u>
Cash		2,396.81
Total		<u>\$219,396.81</u>
Capital stock, common		\$211,500.00
Current liabilities:		
Loans and bills payable	\$5,000.00	
Appropriated account Summit House	2,500.00	
Total current liabilities		7,500.00
Profit and loss balance		396.81
Total		<u>\$219,396.81</u>

CAPITAL STOCK.	
Capital stock authorized by charter	\$211,500.00
Capital stock authorized by votes of company	211,500.00
Capital stock issued (number of shares, 2115); amount paid in	211,500.00
Total number of stockholders	52
Number of stockholders in New Hampshire	34
Amount of stock held in New Hampshire	\$152,000.00
VOLUME OF TRAFFIC, ETC.	
Passenger traffic:	
Number of passengers carried earning revenue, round trip	7,076½
Number of passengers carried one mile	47,129½
Average of distance carried, miles	6.66
Total passenger revenue	\$21,631.75
Average amount received from each passenger	3.06
Average receipts per passenger per mile . . . . .	.45
Passenger earnings per mile of road	6,490.15
Average number of persons employed	30
Average rate of fare per mile received for local tickets	\$0.45
RAILROAD OWNED.	
Main line of road from Base station to summit of Mt. Washington	3.333 miles
Total road belonging to this company	3.333 "
RAILROAD OPERATED.	
Total miles of road operated by this company	3.333 miles
Total miles of road operated by this company in New Hampshire	3.333 "
Number of stations in New Hampshire on all roads operated by this company	2
Number of telegraph offices in same, in summer only	1
Number of stations on all roads owned by this company	2
Same in New Hampshire	2

EQUIPMENT.

	Number owned.	Total number.	Maximum weight.	Average weight.	Number equipped with train brake.
Passenger locomotives.....	7	7	12 tons.	12 tons.	7
Total.....	7	7			7
Passenger cars.....	5	5	3 tons.	2½ tons.	.....
Baggage, mail, and express cars.....	1	1	½ ton.	½ ton.	.....
Total.....	6	6			.....
Flat freight cars.....	2	2	1½ tons.	1½ tons.	.....
Total	2	2			.....

PROPER ADDRESS OF THE COMPANY.

MOUNT WASHINGTON RAILWAY COMPANY,
CONCORD, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Tristram A. MacKinnon, president, Boston, Mass.; Benjamin A. Kimball, vice-president, Concord, N. H.; John Horne, superintendent, Lakeport, N. H.; Frank E. Brown, general passenger agent, Concord, N. H.; John F. Webster, treasurer, Concord, N. H.; Frank E. Brown, clerk of corporation, Concord, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Tristram A. MacKinnon, Boston, Mass.; Benjamin A. Kimball, Concord, N. H.; John W. Sanborn, Sanbornville, N. H.; John M. Mitchell, Concord, N. H.; George A. Fernald, Boston, Mass.; Nathaniel White, Jr., Frank E. Brown, Concord, N. H.

BENJAMIN A. KIMBALL,
Vice-President.

JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. November 7, 1901. Then personally appeared Benjamin A. Kimball, vice-president, and John F. Webster, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE E. SHEPARD,
Notary Public.

REPORT

OF THE

NASHUA & LOWELL RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road	\$73,000.00
Dividends received on stocks owned (Boston & Maine Railroad)	1,572.00
Interest received on note owned (Boston & Lowell Railroad)	2,500.00
Office rent, \$60; interest, \$263.22	323.22
Gross income	\$77,395.22
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$1,904.71
Interest on funded debt	2,500.00
Total expenses and charges upon income	4,404.71
Net divisible income	\$72,990.51
Dividends declared, 9 per cent on common stock	72,000.00
Surplus for the year ending June 30, 1901	\$990.51
Amount of surplus June 30, 1900	158,407.06
Total surplus June 30, 1901	\$159,397.57
GENERAL BALANCE SHEET.	
Cost of road	\$684,242.07
Cost of equipment	218,242.95
Total permanent investments	\$902,485.02

Cash	\$6,006.30	
Bills receivable and stock	52,706.25	
Total cash and current assets		\$58,712.55
Total		\$961,197.57
Capital stock, common		\$800,000.00
Current liabilities:		
Dividends not called for	\$1,788.00	
Matured interest coupons unpaid	12.00	
		1,800.00
Total current liabilities		\$801,800.00
Profit and loss balance—surplus		159,397.57
Total		\$961,197.57

CAPITAL STOCK.

Capital stock authorized by law, common	\$800,000.00
Capital stock authorized by votes of company, common	800,000.00
Number of shares issued and outstanding, common	8,000
Number of stockholders, common	390
Number of stockholders in New Hampshire, common	162
Amount of stock held in New Hampshire, common	\$2,015.00

RAILROAD OWNED.

Length of main line in Massachusetts	9.25 miles
Total length of main line	14.50 "
Total length of line owned in Massachusetts	9.25 "
Total length of line owned	14.50 "

PROPER ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD CORPORATION,
50 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis A. Brooks, president, 31 Milk street, Boston, Mass.;
John Brooks, treasurer, 50 State street, Boston, Mass.; Walter A.
Lovering, clerk, Nashua, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis A. Brooks, Boston, Mass.; Alfred S. Hall, Winchester, Mass.; David P. Kimball, Boston, Mass.; Edward A. Newell, Wilton, N. H.; John Brooks, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

FRANCIS A. BROOKS,
ALFRED S. HALL,
JOHN BROOKS,

Directors.

JOHN BROOKS,

Treasurer.

STATE OF NEW HAMPSHIRE.

SUFFOLK, ss. September 13, 1901. Then personally appeared the above-named Francis A. Brooks, Alfred S. Hall, and John Brooks, directors, and John Brooks, the treasurer, of the Nashua & Lowell Railroad Corporation, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD SULLIVAN,
Justice of the Peace.

REPORT

OF THE

NORTHERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road	\$189,104.00
Dividends received on stocks owned:	
Northern Pacific Railroad, preferred	140.00
Northern Pacific Railroad, common	140.00
	\$189,384.00
Interest allowed on deposit	258.82
Gross income	\$189,642.82
Salaries and maintenance of organization	5,024.90
Net divisible income	\$184,617.92
Dividends declared, 6 per cent on common stock .	184,104.00
Surplus for the year ending June 30, 1901	\$513.92
Amount of surplus June 30, 1900	11,783.96
Sale of Northern Pacific Railroad, common	4,346.85
Total surplus June 30, 1901	\$16,644.73
GENERAL BALANCE SHEET.	
Cost of road	\$3,068,400.00
Stock of Northern Pacific Railroad, preferred, 35 shares	1,067.50
Total permanent investments	\$3,069,467.50
Cash	18,203.99
Total	\$3,087,671.49

Capital stock, common	\$3,068,400.00
Dividends not called for	2,626.76
Profit and loss balance—surplus	16,644.73
Total	\$3,087,671.49

CAPITAL STOCK.

Capital stock authorized by law, common	\$3,068,400.00
Capital stock authorized by votes of company, common	3,068,400.00
Capital stock issued and outstanding, common	3,068,400.00
Number of stockholders in New Hampshire, common	1,179
Amount of stock held in New Hampshire, common	\$13,059.00

PROPER ADDRESS OF THE COMPANY.

NORTHERN RAILROAD,

19 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alvah W. Sulloway, president, Franklin, N. H.; George U. Crocker, treasurer, 19 Milk street, Boston, Mass.; Henry W. Stevens, clerk of corporation, Concord, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

A. W. Sulloway, Franklin, N. H.; Josiah H. Benton, Jr., Boston, Mass.; Uriel H. Crocker, Boston, Mass.; William F. Thayer, Concord, N. H.; Benjamin P. Cheney, Boston, Mass.; Seth M. Richards, Newport, N. H.; Silas Pierce, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

A. W. SULLOWAY,

President.

GEORGE U. CROCKER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, July 29, 1901. Then personally appeared the above-named A. W. Sulloway and George U. Crocker and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE G. CROCKER,

Justice of the Peace.

REPORT

OF THE

PEMIGEWASSET VALLEY RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road	\$32,490.00
Organization fund	300.00
Gross income	\$32,790.00
Salaries and maintenance of organization	270.50
Interest and discount on unfunded debts and loans, taxes, rentals, and other expenses and charges upon income paid by Boston & Maine Railroad.	
Net divisible income	\$32,519.50
Dividends declared, 6 per cent on common stock	32,490.00
Surplus for the year ending June 30, 1901	\$29.50
Amount of surplus June 30, 1900	357.02
Total surplus June 30, 1901	\$386.52
GENERAL BALANCE SHEET.	
Cost of road and equipment	\$541,262.12
Cash	624.40
Total	\$541,886.52
Capital stock	\$541,500.00
Profit and loss balance—surplus	386.52
Total	\$541,886.52

CAPITAL STOCK.	
Capital stock authorized by law, common	\$2,000,000.00
Capital stock authorized by votes of company, common	541,500.00
Capital stock issued and outstanding, common	541,500.00
Number of shares issued and outstanding, common	5,415
Number of stockholders, common	197
Number of stockholders in New Hampshire, common	144
Amount of stock held in New Hampshire, common	\$390,300.00
RAILROAD OWNED.	
Length of main line	22.93 miles
Length of side track, etc.	6.35 "
Total length of track owned	29.28 miles

PROPER ADDRESS OF THE COMPANY.

PEMIGEWASSET VALLEY RAILROAD,

CONCORD, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Benjamin A. Kimball, president, Concord, N. H.; John F. Webster, treasurer, Concord, N. H.; George H. Adams, clerk of corporation, Plymouth, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Benjamin A. Kimball, Concord, N. H.; Joseph W. Campbell, Woodstock, N. H.; John J. Cilley, Deerfield, N. H.; George W. Hills, Lawrence, Mass.; Charles H. Bowles, Plymouth, N. H.; Nathan P. Hunt, Manchester, N. H.; Alpha J. Pillsbury, Tilton, N. H.; Harry E. Parker, Manchester, N. H.; John F. Webster, Concord, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

BENJAMIN A. KIMBALL,
President.

JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. November 7, 1901. Then personally appeared the above-named Benjamin A. Kimball, president, and John F. Webster, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE E. SHEPARD,
Notary Public.

REPORT

OF THE

PETERBOROUGH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road	\$15,700.00
Interest on deposit	111.43
Gross income	\$15,811.43
Salaries and maintenance of organization	209.47
Net divisible income	\$15,601.96
Dividends declared, 4 per cent on common stock	15,400.00
Surplus for the year ending June 30, 1901	\$201.96
Amount of surplus June 30, 1900	213,715.04
Total surplus June 30, 1901	\$213,917.00
GENERAL BALANCE SHEET.	
Cost of road	\$595,194.00
Cash	5,943.00
Total	\$601,137.00
Capital stock, common	\$385,000.00
Dividends not called for	2,220.00
Profit and loss balance—surplus	\$387,220.00
Total	213,917.00
Total	\$601,137.00

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$600,000.00
Capital stock authorized by votes of company, common	600,000.00
Capital stock issued and outstanding, common . . .	385,000.00
Number of shares issued and outstanding, common	3,850
Number of stockholders, common	327
Number of stockholders in New Hampshire, common	287
Amount of stock held in New Hampshire, common	\$283,900.00
RAILROAD OWNED.	
Length of main line	10.50 miles
Total length of line owned	10.50 "

PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH RAILROAD,
NASHUA, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Virgil C. Gilman, president, Nashua, N. H.; Gilman C. Shattuck, treasurer, Nashua, N. H.; Harry W. Ramsdell, clerk of corporation, Nashua, N. H.; William E. Spalding, general auditor, Nashua, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Virgil C. Gilman, Nashua, N. H.; Charles H. Burns, Wilton, N. H.; Thomas B. Eaton, Worcester, Mass.; George H. Ball, Boston, Mass.; Henry A. Cutter, Ben Emery Burns, George F. Andrews, Nashua, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

VIRGIL C. GILMAN,
HENRY A. CUTTER,
GEORGE F. ANDREWS,
BEN EMERY BURNS,
Directors.

GILMAN C. SHATTUCK,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. July 19, 1901. Then personally appeared the above-named Virgil C. Gilman, Henry A. Cutter, George F. Andrews, Ben Emery Burns, and Gilman C. Shattuck and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES F. WHITMARSH,
Justice of the Peace.

REPORT

OF THE

PETERBOROUGH & HILLSBOROUGH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL BALANCE SHEET.	
Cost of road	\$209,298.44
Sinking and other special funds	925.00
Profit and loss balance—deficit	120,583.83
Total	<u>\$330,807.27</u>
Capital stock, common	\$45,000.00
Funded debt	165,000.00
Current liabilities:	
Matured interest coupons unpaid (including coupons due July 1)	\$112,181.25
Gratuity	8,626.02
Total current liabilities	<u>120,807.27</u>
Total	<u>\$330,807.27</u>
CAPITAL STOCK.	
Capital stock authorized by law, common	\$45,000.00
Capital stock authorized by votes of company, common	45,000.00
Capital stock issued and outstanding, common	45,000.00
Number of stockholders, common	1
Number of stockholders in New Hampshire, com- mon	1
Amount of stock held in New Hampshire, common	\$15,030.00

PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH & HILLSBOROUGH RAILROAD,
19 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alvah W. Sulloway, president, Franklin, N. H.; George U. Crocker, treasurer, 19 Milk street, Boston, Mass.; Barron Shirley, clerk of corporation, Franklin, N. H.; Horace E. Chamberlin, assistant treasurer, Concord, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alvah W. Sulloway, Frederick H. Daniel, Franklin, N. H.; Wyman Pattee, Enfield, N. H.; Jacob B. Whittemore, Hillsborough Bridge, N. H.; Enoch Gerrish, Horace E. Chamberlin, Concord, N. H.; Wm. Power Wilson, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

A. W. SULLOWAY,
President.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, July 29, 1901. Then personally appeared the above-named A. W. Sulloway and George U. Crocker and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE G. CROCKER,
Justice of the Peace.

REPORT

OF THE

SULLIVAN COUNTY RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$272,115.62
Operating expenses	204,674.67
Net earnings from operation	\$67,440.95
Miscellaneous income, less expense of collecting:	
Rent of tenements, lands, etc.	\$599.22
Less expenses	173.05
Total income from sources other than operation	426.17
Gross income above operating expenses	\$67,867.12
Charges upon income accrued during the year:	
Interest on funded debt	\$14,280.00
Taxes	13,292.07
Revenue stamps	128.12
Total charges and deductions from income	27,700.19
Net divisible income	\$40,166.93
Dividends declared during the year payable on—	
October 1, 1900, 4 per cent on	
\$500,000, common	\$20,000.00
April 1, 1901, 4 per cent on	
\$500,000, common	20,000.00
Total dividends declared	40,000.00
Surplus for the year ending June 30, 1901	\$166.93
Amount of surplus June 30, 1900	131,101.09
Total surplus June 30, 1901	\$131,268.02

EARNINGS FROM OPERATION.	
Gross receipts from passengers	\$92,018.02
Deductions:	
Tickets redeemed	\$15.36
Excess fares refunded	235.05
Total deductions	250.41
Net revenue from passengers	\$91,767.61
From mails	\$7,688.26
From express	3,640.00
From extra baggage and storage	1,683.21
Total earnings, passenger service	13,011.47
Total earnings, passenger service	\$104,779.08
Gross receipts from freight	\$166,603.93
Overcharge to shippers	2,843.00
Net revenue from freight	\$163,760.93
Other earnings, freight service:	
Switching	\$2,515.76
Storage and miscellaneous	1,059.85
Total earnings, freight service	3,575.61
Total earnings, freight service	\$167,336.54
Total passenger and freight earnings	\$272,115.62
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers	\$1,500.00
Salaries of clerks and attendants	1,380.00
General office expenses and supplies	264.74
Insurance	1,214.02
Law expenses	2,847.80
Stationery and printing (general offices)	57.07
Miscellaneous expenses	73.11
Total	\$7,336.74
Maintenance of way and structures:	
Repairs of roadway	\$37,781.78
Renewals of rails	5,290.45

Renewals of ties	\$5,531.72
Repairs and renewals of bridges and culverts	5,557.04
Repairs and renewals of fences, road crossings, signs, and cattle guards	930.68
Repairs and renewals of buildings and fixtures	6,083.64
Stationery and printing	18.87
Total	\$61,194.18
Maintenance of equipment:	
Superintendence	\$590.05
Repairs and renewals of locomotives	5,923.76
Repairs and renewals of passenger cars	113.68
Repairs and renewals of freight cars	1,961.98
Repairs and renewals of work cars	35.15
Repairs and renewals of shop machinery and tools	31.69
Stationery and printing	2.94
Miscellaneous expense	432.06
Total	\$9,091.31
Conducting transportation:	
Superintendence	\$2,596.96
Engine and roundhouse men	17,517.28
Fuel for locomotives	38,759.39
Water supply for locomotives	1,383.28
Oil, tallow, and waste for locomotives	462.18
Other supplies for locomotives	218.90
Train service	15,364.35
Train supplies and expenses	2,282.43
Switchmen, flagmen, and watchmen	4,194.22
Telegraph expenses	2,972.90
Station service	10,313.85
Station supplies	1,837.02
Car mileage—balance	22,288.44
Advertising	232.54
Outside agencies	78.02
Rentals for tracks, yards, and terminals	6,000.04
Stationery and printing	530.64
Total	\$127,052.44
Recapitulation:	
General expenses	\$7,336.74
Maintenance of way and structures	61,194.18
Maintenance of equipment	9,091.31
Conducting transportation	127,052.44
Total operating expenses	\$204,674.67

Percentage of operating expenses to gross earnings		75.216
GENERAL BALANCE SHEET.		
Cost of road		\$888,755.37
Cost of equipment		98,175.10
Total permanent investments		\$986,930.47
Due from solvent companies and individuals		51,688.70
Total		<u>\$1,038,619.17</u>
Capital stock, common		\$500,000.00
Funded debt		357,000.00
Audited vouchers and accounts		46,781.15
Interest accrued and not yet due		3,570.00
Profit and loss balance—surplus		131,268.02
Total		<u>\$1,038,619.17</u>
CAPITAL STOCK.		
Capital stock authorized by law, common		\$500,000.00
Capital stock authorized by votes of company, common		500,000.00
Capital stock issued and outstanding, common		500,000.00
Number of shares issued and outstanding, common		5,000
Number of stockholders, common		8
Number of stockholders in New Hampshire, common		6
Amount of stock held in New Hampshire, common		\$700.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage.....	4%	Apr. 1, 1924	\$357,000.00	\$14,280.00
Total.....			\$357,000.00	\$14,280.00

VOLUME OF TRAFFIC, ETC.	
Passenger traffic:	
Number of passengers carried paying revenue	205,871
Number of passengers carried one mile	4,148,992
Number of passengers carried one mile per mile of road operated	159,577
Average length of journey per passenger, miles	20.15
Average amount received from each passenger	\$0.44575
Average amount received per passenger per mile carried . . . . .	.02212
Passenger earnings (gross) per mile of road operated	4,029.96
Passenger earnings (gross) per passenger-train mile run	1.3591
Freight traffic:	
Number of tons of freight hauled earning revenue	767,445
Number of tons of freight hauled one mile	18,058,228
Number of tons of freight hauled one mile per mile of road operated	694,547
Average length of haul per ton, miles	23.53
Average amount received for each ton of freight	\$0.2134
Average amount received per ton per mile hauled . . . . .	.00907
Freight earnings (gross) per mile of road operated	6,436.02
Freight earnings (gross) per freight-train mile run	1.4403
Operating expenses:	
Operating expenses per mile of road operated	7,872.10
Operating expenses per revenue-train mile run	1.0590
Train mileage:	
Miles run by passenger trains	73,843
Miles run by freight trains	106,423
Miles run by mixed trains*	13,014
Total mileage of trains earning revenue	193,280
Miles run by switching trains	69,507
Miles run by construction and other trains	18,018
Total train mileage	280,805
Fares and freights:	
Average rate of fare per mile on single local tickets	2.081 cents
Average rate of fare per mile on season tickets . . . . .	.720 "
Average rate of fare per mile on joint tickets	2.335 "

* Mileage of mixed trains is estimated one fourth passenger and three fourths freight, on which basis averages are figured.

Average rate of freight per ton mile on local way-bill . . . . .	.04516 cents
Average rate of freight per ton mile on joint way-bill . . . . .	.00890 "
Average number of persons employed	138

RAILROAD OWNED.

Length of main line in New Hampshire	25.19 miles
Total length of main line	26.00 "
Total length of line owned in New Hampshire	25.19 "
Total length of line owned	26.00 "
Length of second track in New Hampshire	17.40 "
Total length of second track	17.40 "
Length of side track, etc., in New Hampshire	7.29 "
Total length of side track, etc.	7.29 "
Total length of track owned in New Hampshire	49.88 "
Total length of track owned	50.69 "

RAILROAD OPERATED.

Length of main line in New Hampshire	25.19 miles
Total length of main line	26.00 "
Total length of line operated in New Hampshire	25.19 "
Total length of line operated	26.00 "
Length of second track in New Hampshire	17.40 "
Total length of second track	17.40 "
Length of side track, etc., in New Hampshire	7.29 "
Total length of side track, etc.	7.29 "
Total length of track operated in New Hampshire	49.88 "
Total length of track operated	50.69 "

RAILROAD CROSSINGS IN NEW HAMPSHIRE.

Number of crossings of company's railroad with highways at grade	28
Number of highway grade crossings protected by flagmen	2
Number of highway grade crossings unprotected	26
Number of highway bridges 18 feet (or more) above track	1
Number of highway bridges less than 18 feet above track	1
Height of lowest highway bridge above track	17 ft. 3 in.

RAILROAD BRIDGES IN NEW HAMPSHIRE.

Total length of pile and trestle bridging	44 ft. 4 in.
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EQUIPMENT.

	Number owned.	Total number.	Maximum weight.	Average weight.	Number equipped with power driving wheel brake.
Passenger locomotives.....	2	2	76,410	74,020	2
Freight locomotives.....	6	6	101,550	80,067	6
Switching, etc.....	1	1	72,910	72,910	1
Total.....	9	9	.....	.....	9

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire)		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....
Employees.....
Others.....	1	.....	1	.....	3	.....
Total.....	1	.....	1	.....	3	.....

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

July 14, 1901. At North Walpole, John Calvey, trespasser, walking on track, was struck by engine and fatally injured.

PROPER ADDRESS OF THE COMPANY.

SULLIVAN COUNTY RAILROAD,

BOSTON, MASS.

Corporate office, Concord, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John H. Albin, president, Concord, N. H.; Henry A. Albin, treasurer, Concord, N. H.; Herbert E. Fisher, assistant treasurer, Boston, Mass.; Henry A. Albin, clerk of corporation, Concord, N. H.; Wm. J. Hobbs, general auditor, Boston, Mass.; Wm. F. Berry, general traffic manager, Boston, Mass.; Dana J. Flanders, general passenger and ticket agent, Boston, Mass.; Michael T. Donovan, general freight agent, Boston, Mass.; Harley E. Folsom, superintendent, Lyndonville, Vt.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John H. Albin, Concord, N. H.; James H. Williams, Bellows Falls, Vt.; George H. Stowell, Claremont, N. H.; George W. Abbott, Penacook, N. H.; Alfred T. Batchelder, Keene, N. H.; George E. Anderson, Nashua, N. H.; Henry A. Albin, Concord, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

JOHN H. ALBIN,
President.

HERBERT E. FISHER,
Assistant Treasurer.

WM. J. HOBBS,
General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, Mass., September 26, 1901. Then personally appeared the above-named John H. Albin, Herbert E. Fisher, and Wm. J. Hobbs and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FREDERICK A. CARR,
Justice of the Peace.

REPORT

OF THE

SUNCOOK VALLEY RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road . . .	\$14,700.00
Salaries and maintenance of organization . . .	288.76
Net divisible income	\$14,411.24
Dividends declared, 6 per cent on common stock .	14,400.00
Surplus for the year ending June 30, 1901 .	\$11.24
Amount of surplus June 30, 1900	342.73
Total surplus June 30, 1901	\$353.97
GENERAL BALANCE SHEET.	
Cost of road	\$348,199.19
Cash	2,550.78
Total	\$350,749.97
Capital stock, common	\$341,700.00
Contributions	8,696.00
Profit and loss balance—surplus	353.97
Total	\$350,749.97
CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$500,000.00
Capital stock authorized by votes of company, common	341,700.00

Capital stock issued and outstanding, common	\$240,000.00
Non-dividend paying stock	101,700.00
Total capital stock outstanding	\$341,700.00
Number of shares issued and outstanding, common	3,417
Number of stockholders, common	170
Number of stockholders in New Hampshire, common	161
Amount of stock held in New Hampshire, common	\$321,100.00

RAILROAD OWNED.	
Length of main line from Suncook to Pittsfield	17.37 miles
Total length of main line owned	17.37 "
Length of side track, etc.	3.56 "
Total length of track owned	20.93 miles

PROPER ADDRESS OF THE COMPANY.

SUNCOOK VALLEY RAILROAD,

WALTER M. PARKER, *Treasurer*,

MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Hiram A. Tuttle, president, Pittsfield, N. H.; Walter M. Parker, treasurer, Manchester, N. H.; Nathan P. Hunt, clerk of corporation, Manchester, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James B. Tennant, Epsom, N. H.; Charles H. Carpenter, Chichester, N. H.; Eugene S. Head, Hooksett, N. H.; Hiram A. Tuttle, Pittsfield, N. H.; Uberto C. Crosby, Manchester, N. H.; George E. Kent, Pittsfield, N. H.; Josiah Carpenter, Manchester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

WALTER M. PARKER,
Treasurer.

HIRAM A. TUTTLE,
President.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. August 27, 1901. Then personally appeared the above-named Walter M. Parker and Hiram A. Tuttle and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ORIEN B. DODGE,
Justice of the Peace.

REPORT

OF THE

UPPER COOS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road	\$66,685.00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$500.00
Interest on funded debt	45,185.00
Total expenses and charges upon income .	45,685.00
Net divisible income	\$21,000.00
Dividends declared, 6 per cent on common stock .	21,000.00
GENERAL BALANCE SHEET.	
Cost of road	\$1,161,478.12
Cost of equipment	231,521.81
Total permanent investments	\$1,393,000.00
Capital stock, common	\$350,000.00
Funded debt	1,043,000.00
Total	\$1,393,000.00
CAPITAL STOCK.	
Capital stock authorized by law, common	\$350,000.00
Capital stock authorized by votes of company, common	350,000.00

Number of shares issued and outstanding, common	3,500
Number of stockholders, common	24
Number of stockholders in New Hampshire, common	9
Amount of stock held in New Hampshire, common	\$233,300.00

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during year.
First mortgage.....	4 %	May 1, 1930	\$350,000.00	\$14,000.00
" "	4½ %	May 1, 1930	693,000.00	31,185.00
Total.....			\$1,043,000.00	\$45,185.00

PROPER ADDRESS OF THE COMPANY.

UPPER COOS RAILROAD COMPANY,
28 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George Van Dyke, president, Lancaster, N. H.; Thomas S. McGowen, treasurer, Boston, Mass.; Chester B. Jordan, clerk of corporation, Lancaster, N. H.; Irving W. Drew, general counsel, Lancaster, N. H.; George F. Blake, superintendent, Lancaster, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George Van Dyke, Lancaster, N. H.; Frank Jones, Portsmouth, N. H.; Irving W. Drew, Henry O. Kent, Lancaster, N. H.; Parker W. Whittemore, Sherburne M. Merrill, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

T. S. MCGOWEN,
Treasurer.

GEORGE VAN DYKE,
President.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 16, 1901. Then personally appeared the above-named T. S. McGowen, treasurer, and George Van Dyke, president, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

NORMAN W. BINGHAM, JR.,
Justice of the Peace.

REPORT

OF THE

WILTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Rentals received from lease of road, 99 years	\$20,400.00
Dividends declared, 8½ per cent on common stock	20,400.00
Surplus for the year ending June 30, 1901	nothing
Contingent fund	\$1,000.00
GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Cost of road	\$242,600.00
Cash	4,618.50
Total	\$247,218.50
<i>Liabilities.</i>	
Capital stock, common	\$240,000.00
Capital stock, never capitalized	2,600.00
Total capital stock	\$242,600.00
Current liabilities:	
Dividends not called for	\$3,618.50
Contingent fund	1,000.00
Total current liabilities	4,618.50
Total	\$247,218.50

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$250,000.00
Capital stock authorized by votes of company, common	240,000.00
Capital stock issued and outstanding, common	240,000.00
Number of shares issued and outstanding, common	2,400
Number of stockholders, common	230
Number of stockholders in New Hampshire, common	204
Amount of stock held in New Hampshire, common	\$208,200.00
RAILROAD OWNED.	
Length of main line in New Hampshire	15.50 miles
Total length of line owned	15.50 "

PROPER ADDRESS OF THE COMPANY.

WILTON RAILROAD COMPANY.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harvey A. Whiting, president, Wilton, N. H.; William E. Spalding, treasurer, Nashua, N. H.; Isaac S. Whiting, clerk of corporation, Wilton, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Harvey A. Whiting, Wilton, N. H.; John A. Spalding, Nashua, N. H.; George O. Whiting, Lexington, Mass.; Charles A. Ramsdell, Winchester, Mass.; Charles A. Burns, Somerville, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

HARVEY A. WHITING,
President.

WILLIAM E. SPALDING,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Nashua, November 18, 1901. Then personally appeared the above-named Harvey A. Whiting, president, and William E. Spalding, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN A. SPALDING,
Justice of the Peace.

REPORT

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$250,000.00
Interest on bank account	50.98
Gross income	<u>\$250,050.98</u>
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$2,527.16
Interest on funded debt	71,040.00
Interest and discount on unfunded debts and loans	<u>2,975.46</u>
Total expenses and charges upon income	<u>76,542.62</u>
Net divisible income	\$173,508.36
Dividends declared, 3 and 2¾ per cent on common stock (5¼ per cent on 30,644 shares)	<u>176,203.00</u>
Deficit for the year ending June 30, 1901	\$2,694.64
Amount of deficit June 30, 1900	<u>344,101.38</u>
Total deficit June 30, 1901	<u>\$346,796.02</u>
GENERAL BALANCE SHEET.	
Cost of road	\$4,138,584.99
Cost of equipment	<u>415,336.03</u>
Total permanent investments	<u>\$4,553,921.02</u>

Cash	\$41,522.96	
Worcester, Nashua & Rochester Railroad stock	35,400.00	
Total cash and current assets		\$76,922.96
Profit and loss balance—deficit		346,796.02
Total		\$1,977,640.00
Capital stock, common		\$3,099,800.00
Funded debt		1,776,000.00
Current liabilities:		
Loans and notes payable	\$70,000.00	
Matured interest coupons unpaid (including coupons due July 1)	28,040.00	
Total current liabilities		98,040.00
Interest accrued and not yet due		3,800.00
Total		\$4,977,640.00

PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS
DURING THE YEAR.

All additions to property accounts are made by
the Boston & Maine Railroad.

CAPITAL STOCK.

Capital stock authorized by law, common	\$3,600,000.00
Capital stock authorized by votes of company, common	3,099,800.00
Capital stock issued and outstanding, common	3,099,800.00
Number of shares issued and outstanding, com- mon	30,998
Number of stockholders, common	805
Number of stockholders in New Hampshire, com- mon	195
Amount of stock held in New Hampshire, common	\$214,800.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage bonds.....	4%	Jan. 1, 1906	\$150,000.00	\$3,000.00
" " "	4%	Jan. 1, 1913	511,000.00	10,220.00
" " "	4%	Jan. 1, 1930	735,000.00	14,640.00
" " "	4%	Oct. 1, 1934	380,000.00	15,160.00
Total.....			\$1,776,000.00	\$43,020.00

RAILROAD OWNED.

Length of main line in New Hampshire . . .	55.02 miles
Total length of main line	94.48 "
Total length of line owned in New Hampshire . . .	55.02 "
Total length of line owned	94.48 "
Length of second track in New Hampshire . . .	18.13 "
Total length of second track	18.13 "
Length of side track, etc., in New Hampshire . . .	45.28 "
Total length of side track, etc.	45.28 "
Total length of track owned in New Hampshire . .	83.81 "
Total length of track owned	157.89 "

PROPER ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George G. Haven, president, New York, N. Y.; Charles H. Bowen, treasurer, Boston, Mass.; Charles H. Bowen, clerk of corporation, Boston, Mass.; Elijah B. Stoddard, general counsel, Worcester, Mass.; Elijah B. Stoddard, general auditor, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George G. Haven, James N. Jarvie, Adrian Iselin, Jr., Frederic Cromwell, New York, N. Y.; William J. Sewall, Camden, N. J.; Elijah B. Stoddard, Worcester, Mass.; George W. Armstrong, Brookline, Mass.; Albert Wallace, Rochester, N. H.; Nathaniel Thayer, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

G. G. HAVEN,
JAMES N. JARVIE,
FREDERIC CROMWELL,
ELIJAH B. STODDARD,
ALBERT WALLACE,

Directors.

CHARLES H. BOWEN,
Treasurer.

STATE OF NEW YORK.

NEW YORK, ss. August 2, 1901. Then personally appeared G. G. Haven, James N. Jarvie, Frederic Cromwell and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

MARTIN EICHE,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, July 25, 1901. Then personally appeared the above-named Albert Wallace, Charles H. Bowen, and Elijah B. Stoddard and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

BENJAMIN J. BARRON,
Notary Public.

PART III.

STREET RAILWAY RETURNS.

REPORT

OF THE

CHESTER & DERRY RAILROAD ASSOCIATION

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$12,248.56
Operating expenses	7,700.10
Net income from operation	\$4,548.46
Charges upon income accrued during the year:	
Interest on funded debt	\$2,500.00
Interest and discount on unfunded debts and loans	315.20
Total charges and deductions from income	2,815.20
Surplus for year ending June 30, 1901	\$1,733.26
Amount of deficit, June 30, 1900	1,770.94
Total deficit June 30, 1901	\$37.68
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$10,386.30
Receipts from carriage of mails and parcels	508.45
Other earnings from operation:	
Freight	1,317.21
Sundry	36.60
Gross income from operation	\$12,248.56

EXPENSES OF OPERATION.		
General expenses:		
General office expenses and supplies . . .		\$50.93
Insurance		260.00
Maintenance of roadway and buildings:		
Repairs of roadbed and track		732.40
Removal of snow and ice		18.46
Repairs of buildings		16.00
Maintenance of equipment:		
Repairs of cars and other vehicles . . .		53.83
Repairs of electric equipment of cars . . .		44.18
Transportation expenses:		
Cost of electric motive power		3,009.00
Wages and compensation of persons employed in conducting transportation		2,893.63
Rentals of buildings and other property . .		35.00
Other transportation expenses:		
Heating		216.00
Sundry		370.67
Total operating expenses		\$7,700.10
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
Additional cars (2 in number)		\$1,041.33
Other new buildings necessary for operation of railway		397.41
Pavilion		191.01
Total additions to property accounts . . .		\$1,629.75
GENERAL BALANCE SHEET.		
<i>Assets.</i>		
Railway:		
Roadbed and tracks	\$63,869.00	
Electric line construction, includ- ing poles, wiring, feeder lines, etc.	17,709.34	
Total cost of railway owned		\$81,578.34
Equipment:		
Cars and other rolling stock and vehicles	\$6,764.60	

Electric equipment of same	\$6,001.59	
Other items of equipment	1,700.00	
Total cost of equipment owned		\$14,466.19
Land and buildings:		
Land necessary for operation of railway	\$3,500.00	
Electric power stations, including equipment	2,500.00	
Other buildings necessary for operation of railway	3,106.00	
Total cost of lands and buildings owned		9,106.00
Pavilion		1,997.49
Total permanent investments		\$107,148.02
Profit and loss balance—deficit		371.01
Total		\$107,519.03
<i>Liabilities.</i>		
Capital stock, common		\$50,000.00
Funded debt		50,000.00
Loans and bills payable		7,310.70
Interest accrued and not yet due		208.33
Total		\$107,519.03
CAPITAL STOCK.		
Capital stock authorized by law, common		\$50,000.00
Capital stock issued and outstanding, common		50,000.00
Number of shares issued and outstanding, common		500
Number of stockholders, common		135
Number of stockholders in New Hampshire, common		131
Amount of stock held in New Hampshire, common		\$49,600.00
FUNDED DEBT.		
First mortgage, 5 per cent 5-30 gold bonds:		
Rate of interest		5 per cent
Amount outstanding		\$50,000.00
Interest paid during year		2,500.00

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	234,776
Number of car miles run	57,200
Average number of persons employed	6
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	5
Open passenger cars equipped for electric power	4
Total passenger cars of all kinds	9
Construction, repair, and other work cars	1
Snow plows	1
Freight car	1
Generator	1
DESCRIPTION OF RAILWAY.	
Total length of railway line owned and operated	7¾ miles

Motive power, horse and electric.
 System of electric motive power used by the company, West-
 ingtonhouse.
 This railway is located in Chester and Derry, N. H.

PROPER ADDRESS OF THE COMPANY.
 CHESTER & DERRY RAILROAD ASSOCIATION,
 WEST DERRY, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. S. Campbell, president, Derry, N. H.; Charles Bartlett, vice-president, Derry, N. H.; F. J. Shepard, treasurer, West Derry, N. H.; A. H. Wilcomb, auditor and clerk of corporation, Chester, N. H.; G. K. Bartlett, general counsel, West Derry, N. H.; F. J. Shepard, general manager, West Derry, N. H.; Charles Bartlett, superintendent, Derry, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

C. S. Campbell, Derry, N. H.; G. K. Bartlett, West Derry, N. H.; Charles Bartlett, Derry, N. H.; F. J. Shepard, West Derry, N. H.; A. H. Wilcomb, N. W. Goldsmith, G. S. West, Chester, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

C. S. CAMPBELL,
President.

F. J. SHEPARD,
Treasurer.

CHARLES BARTLETT,
Superintendent or General Manager.

STATE OF NEW HAMPSHIRE.

ROCKINGHAM, ss. Derry, September 14, 1901. Then personally appeared the above-named C. S. Campbell, F. J. Shepard, and Charles Bartlett and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSEPH B. BARTLETT,
Justice of the Peace.

REPORT

OF THE

CONCORD STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$70,275.29
Operating expenses	51,893.30
Net income from operation	\$15,381.99
Charges upon income accrued during the year:	
Interest on funded debt	\$5,800.00
Interest and discount on unfunded debts and loans	220.00
Taxes	916.13
Total charges and deductions from income	6,936.13
Surplus for year ending June 30, 1901	\$8,445.86
Amount of surplus June 30, 1900 (profit and loss balance)	15.34
Dividend notes surrendered and cancelled	\$6,525.00
Bills entered in accounts but not paid	3,015.55
Net addition for the year	3,509.45
Total surplus June 30, 1901	\$11,970.65
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$68,740.40
Receipts from advertising in cars	300.00
Revenue from park and miscellaneous	1,234.89
Gross income from operation	\$70,275.29

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . . .	\$3,218.00
Insurance	373.07
Miscellaneous	10,262.60
Maintenance of roadway and buildings:	
Repairs of roadbed and track	6,622.98
Repairs of electric line construction . . .	1,997.00
Removal of snow and ice	223.00
Repairs of buildings	175.00
Maintenance of equipment:	
Repairs of cars and other vehicles . . .	2,400.00
Repairs of electric equipment of cars . . .	2,385.00
Harnesses, horseshoeing, and veterinary care .	1,110.00
Transportation expenses:	
Cost of electric motive power (fuel for power) .	6,091.21
Wages and compensation of persons employed in conducting transportation	18,722.00
Damages for injuries to persons and property .	1,313.44
Total operating expenses	\$54,893.30
PROPERTY ACCOUNTS.	
Snow plow	\$880.60
Additional land necessary for operation of railway	40.00
New electric power stations, including machinery, etc.	456.07
Additional equipment of power stations . . .	6,567.95
Total additions to property accounts . . .	\$7,944.62
GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Total cost of railway owned	\$90,978.29
Total cost of equipment owned	112,243.58
Total cost of lands and buildings owned . . .	30,636.09
Total permanent investments	\$233,857.96
Cash and current assets:	
Cash	\$293.24

Bonds in treasury	\$2,500.00	
Total cash and current assets		\$2,793.24
Materials and supplies (rails)		2,135.00
Total		<u>\$238,786.20</u>
<i>Liabilities.</i>		
Capital stock:		
Common		\$50,000.00
Preferred		50,000.00
Total capital stock		<u>\$100,000.00</u>
Funded debt		118,500.00
Loans and bills payable		8,315.55
Profit and loss balance—surplus		11,970.65
Total		<u>\$238,786.20</u>
CAPITAL STOCK.		
Capital stock authorized by law, common		\$100,000.00
Capital stock authorized by law, preferred		50,000.00
Total amount authorized by law		<u>\$150,000.00</u>
Capital stock authorized by votes of company, common		\$50,000.00
Capital stock authorized by votes of company, preferred		50,000.00
Total amount authorized by vote		<u>\$100,000.00</u>
Capital stock issued and outstanding, common		\$50,000.00
Capital stock issued and outstanding, preferred		50,000.00
Total capital stock outstanding		<u>\$100,000.00</u>
Number of shares issued and outstanding, common		500
Number of shares issued and outstanding, preferred		500
Total number of shares outstanding		<u>1,000</u>

Number of stockholders, common	57
Number of stockholders, preferred	16
Total number of stockholders	73
Number of stockholders in New Hampshire, common	49
Number of stockholders in New Hampshire, preferred	13
Total stockholders in New Hampshire . .	62
Amount of stock held in New Hampshire, common	\$46,500.00
Amount of stock held in New Hampshire, preferred	47,700.00
Total stock held in New Hampshire . . .	\$94,200.00
FUNDED DEBT.	
First mortgage bonds:	
Rate of interest	5 per cent
Date of maturity	1913
Amount outstanding	\$116,000.00
Interest paid during year	5,800.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year .	1,374,808
Number of passengers carried per mile of railway track operated	119,548
Number of car miles run	393,795
Average number of persons employed	70
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power .	12
Open passenger cars equipped for electric power .	11
Trail cars	6
Total passenger cars of all kinds	29
Number of all above cars with 4 wheels . . .	15
Number of all above cars with 8 wheels . . .	14
Construction, repair, and other work cars . .	2
Snow plows	1

Steam motor	1
Carts and snow sleds (2 carts; 4 sleds)	6
1 express wagon, 1 tower wagon; total	2
Horses	4
Harnesses, double, 4; single, 1; total	5
Electric motors	36

RAILROAD OWNED.	
Length of railway line owned and operated . . .	12.5 miles
Length of sidings, switches, etc., owned and operated	1.0 "
Total length, computed as single track . . .	13.5 miles

Motive power, all electric.

System of electric motive power used by the company, General Electric and Westinghouse.

This railway is located in Concord, N. H.

This railway crosses the Boston & Maine Railroad at West Concord.

PROPER ADDRESS OF THE COMPANY.

CONCORD STREET RAILWAY,

CONCORD, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, president, Boston, Mass.; John F. Webster, treasurer, Concord, N. H.; Fred S. Heath, general auditor, Concord, N. H.; John M. Mitchell, clerk of corporation, Concord, N. H.; John M. Mitchell, general counsel, Concord, N. H.; Frank E. Brown, general passenger agent, Concord, N. H.; Henry A. Albin, superintendent, Concord, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass.; Benjamin A. Kimball, Concord, N. H.; Samuel C. Lawrence, Medford, Mass.; Charles E. Morrison, Boston, Mass.; Henry Reed, Boston, Mass.; Alvah W. Sulloway, Franklin, N. H.; Hiram A. Tuttle, Pittsfield, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

LUCIUS TUTTLE,
President.

JOHN F. WEBSTER,
Treasurer.

H. A. ALBIN,
Superintendent.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. November 5, 1901. Then personally appeared the above-named John F. Webster, treasurer, and Henry A. Albin, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE E. SHEPARD,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, November 6, 1901. Then personally appeared the above-named Lucius Tuttle and made oath that the foregoing certificate subscribed to by him is true to the best of his knowledge and belief.

Before me,

A. WETHERELL DRAPER,
Notary Public.

REPORT
OF THE
EXETER, HAMPTON & AMESBURY
STREET RAILWAY
FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$105,298.50
Operating expenses	67,969.94
Net income from operation	\$37,328.56
Charges upon income accrued during the year:	
Interest on funded debt	\$13,125.00
Interest and discount on unfunded debts and loans	122.98
Taxes	91.00
Total charges and deductions from income	13,338.98
Net divisible income	\$23,989.58
Dividends declared, 5 per cent on common stock	12,250.00
Surplus for year ending June 30, 1901	\$11,739.58
Amount of surplus June 30, 1900	7,629.70
Total surplus June 30, 1901	\$19,369.28
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$61,304.62
Receipts from carriage of mails and parcels	2,176.39
Receipts from advertising in cars	650.00
Lighting, pavilion, etc.	41,167.49
Gross income from operation	\$105,298.50

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks and general office expenses and supplies	\$3,434.87
Insurance	4,154.25
Amusements and lighting pavilion	23,314.32
Maintenance of roadway and buildings:	
Repairs of roadbed and track	1,104.80
Repairs of electric line construction	514.81
Removal of snow and ice	612.56
Repairs of buildings	32.92
Maintenance of equipment:	
Repairs of cars and other vehicles	1,449.40
Repairs of electric equipment of cars	239.52
Transportation expenses:	
Cost of electric motive power	14,193.63
Wages and compensation of persons employed in conducting transportation	18,832.91
Damages for injuries to persons and property .	85.95
Total operating expenses	\$67,969.94
PROPERTY ACCOUNTS.	
Extension of railway and tracks	\$12,650.01
New electric line construction	11,968.63
Engineering, etc.	4,805.55
Total additions to railway	\$29,424.19
Additional cars and electrical equipment of same .	10,376.12
Additional equipment of power stations	10,909.00
Additions to other permanent property:	
Pavilion, hotel, cottages, etc.	\$27,552.00
Bond sale and issue	1,650.00
Total additions to other permanent property .	29,202.00
Total additions to property accounts	\$79,911.31
GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Railway:	
Roadbed and tracks	\$195,486.13

Electric line construction, including poles, wiring, feeder line, etc.	\$80,873.98	
Salaries, engineering, and other expenses incident to construction	13,932.06	
Total cost of railway owned		\$290,292.17
Equipment:		
Cars and other rolling stock and vehicles and electric equipment of same		50,935.75
Lands and buildings:		
Electric power stations, including equipment and land	\$77,289.00	
Other buildings necessary for operation of railway and land	16,750.00	
Total cost of lands and buildings owned		94,039.00
Other permanent property:		
Pavilion, hotel, convention hall, and cottages	\$49,237.00	
Electric light line	19,381.26	
Total cost of other permanent property owned		68,618.26
Total permanent investments		\$503,885.18
Cash and current assets:		
Cash	\$1,083.10	
Bills and accounts receivable	625.00	
Total cash and current assets		1,708.10
Miscellaneous assets:		
Materials and supplies	\$426.00	
Bond sale and issue	16,875.00	
Horse, wagon, and tools, etc.	1,475.00	
Total miscellaneous assets		18,776.00
Total		\$524,369.28
Liabilities.		
Capital stock, common		\$275,000.00
Funded debt		225,000.00
Loans and bills payable		5,000.00
Profit and loss balance—surplus		19,369.28
Total		\$524,369.28

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$275,000.00
Capital stock authorized by votes of company, common	275,000.00
Capital stock issued and outstanding, common . .	275,000.00
Number of shares issued and outstanding, common	2,750
Number of stockholders, common	11
Number of stockholders in New Hampshire, common	6
Amount of stock held in New Hampshire, common . .	\$600.00
FUNDED DEBT.	
First mortgage, 20-year gold bonds:	
Rate of interest	5 per cent
Date of maturity	June 1, 1919
Amount outstanding	\$225,000.00
Interest paid during year	11,250.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year . .	1,191,468
Number of car miles run	383,629
Average number of persons employed	51
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power . .	6
Open passenger cars equipped for electric power . .	10
Total passenger cars of all kinds	16
Mail cars, electric	1
Number of all above cars with 4 wheels	14
Number of all above cars with 8 wheels	2
Number of electric cars equipped with fenders . .	16
Construction, repair, and other work cars	4
Snow plows	3
Freight cars	3
Electric motors	39
Tower wagon	1
Buggy	1
DESCRIPTION OF RAILWAY.	
Length of railway line owned	22.20 miles

Length of railway line held under lease or contract	4.33 miles
Total length of railway line owned and operated	26.53 miles
Length of sidings, switches, etc., owned . . . . .	.36 "
Length of sidings, switches, etc., held under lease or contract . . . . .	.28 "
Total length of sidings, switches, etc., owned and operated . . . . .	.64 miles
Total length, computed as single track, owned	22.56 "
Total length, computed as single track, held under lease or contract	4.61 "
Total length, computed as single track, owned and operated	27.17 miles

Motive power, all electric.

System of electric motive power used by the company, The Lorain and General Electric.

This railway is located in Exeter, Hampton, Hampton Falls, and Seabrook.

STATEMENT OF EACH ACCIDENT.

September 19, 1900. Mrs. William Irving stepped off the car before car came to standstill. Slightly bruised.

September 24, 1900. Lewis T. Nudd's team overturned, slightly damaged team, bruised him.

October 21, 1900. Mr. Kimball fell when stepping from car.

April 20, 1901. Car ran into tower wagon, Mr. Pike slightly injured.

June 17, 1901. Dr. Smith of Hampton got off car while car was in motion and was thrown, only slightly injured.

PROPER ADDRESS OF THE COMPANY.

EXETER, HAMPTON & AMESBURY STREET RAILWAY
COMPANY,

60 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Warren Brown, president, Hampton Falls, N. H.; Edwin L. Pride, treasurer, Somerville, Mass.; John Templeton, clerk of corporation, Exeter, N. H.; Albert E. McReel, general manager and superintendent, Exeter, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Warren Brown, Hampton Falls, N. H.; Edwin L. Pride, Somerville, Mass.; Wallace D. Lovell, West Newton, Mass.; Eben Folsom, William Burlingame, Rufus N. Elwell, Albert E. McReel, Exeter, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

WARREN BROWN,
President.

EDWIN L. PRIDE,
Treasurer.

A. E. MCREEL,
Superintendent or General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 26, 1901. Then personally appeared the above named Warren Brown, Edwin L. Pride, and A. E. McReel and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES E. OBER,
Notary Public.

REPORT

OF THE

KEENE ELECTRIC RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$16,246.82
Operating expenses	12,385.51
Net income from operation	\$3,861.31
Charges upon income accrued during the year:	
Interest on funded debt	\$1,381.71
Interest and discount on unfunded debts and loans	851.75
Total charges and deductions from income	2,233.46
Net divisible income	\$1,627.85
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$16,221.80
Receipts from advertising in cars	25.02
Gross income from operation	\$16,246.82
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$1,515.00
General office expenses and supplies	182.35
Insurance	263.70
Maintenance of roadway and buildings:	
Repairs of roadbed and track	538.94
Repairs of electric line construction	21.00

Removal of snow and ice	\$337.83
Repairs of buildings	17.30
Maintenance of equipment:	
Repairs of cars and other vehicles	54.58
Repairs of electric equipment of cars . . .	124.07
Transportation expenses:	
Cost of electric motive power	4,618.66
Wages and compensation of persons employed in conducting transportation	4,665.58
Damages for injuries to persons and property .	46.50
Total operating expenses	\$12,385.51

GENERAL BALANCE SHEET.

Assets.

Roadbed and tracks	\$88,736.50
Electric line construction, including poles, wiring, feeder lines, etc.	17,926.90
Salaries, engineering, and other expenses inci- dent to construction	14,318.92
Total cost of railway owned	\$120,982.32
Cars and other rolling stock and vehicles and electric equipment of same	29,590.30
Land necessary for operation of railway and electric power stations, including equipment and storage batteries	53,322.24
Total permanent investments	\$203,894.86
Cash and current assets:	
Cash	\$802.48
Bills and accounts receivable	110.80
Total cash and current assets	913.28
Materials and supplies	2,165.74
Total	\$206,973.88

Liabilities.

Capital stock, common	\$120,000.00
Funded debt	60,000.00
Loans and bills payable	24,596.03
Interest accrued and not yet due	750.00
Profit and loss balance—surplus	1,627.85
Total	\$206,973.88

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$70,000.00
Capital stock authorized by votes of company, common	140,000.00
Capital stock issued and outstanding, common . . .	120,000.00
Number of shares issued and outstanding, common	1,200
Number of stockholders, common	9
Number of stockholders in New Hampshire, common	4
Amount of stock held in New Hampshire, common	\$75,400.00
FUNDED DEBT.	
First mortgage, 20-year gold bonds:	
Rate of interest	5 per cent
Date of maturity	Oct. 1, 1920
Amount outstanding	\$60,000.00
Interest paid during year	1,381.71
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	320,733
Number of round trips run	10,045
Number of car miles run	117,605.8
Average number of persons employed	17
This company commenced operation September 10, 1900.	
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	4
Open passenger cars equipped for electric power	5
Total passenger cars of all kinds	9
Number of all above cars with 4 wheels	9
Number of electric cars equipped with fenders	9
Snow plows	2
Electric motors	20
DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated	6.28 miles
Length of sidings, switches, etc., owned and operated . . . . .	.24 "
Total length, computed as single track	6.52 miles

Motive power, all electric.
 System of electric motive power used by the company, General Electric Company.
 This railway is located in the city of Keene and town of Marlborough, N. H.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
With Boston & Maine Railroad at Keene.....	4	1
With Boston & Maine Railroad at South Keene.....	3	1
Total.....	7	2

STATEMENT OF EACH ACCIDENT.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	3	.....	3
Employees.....
Others	1	.....	1	.....	2
Total.....	1	.....	4	.....	5

STATEMENT OF EACH ACCIDENT.

Car ran into team, throwing out the driver and slightly injuring him.

Car moving slowly, entering switch, left track. Two passengers jumped from car. Claimed slight bruises.

Intoxicated man stepped in front of car, car reversed and man pushed one side of track. No serious injury.

Man stepped from car while in motion. Thrown and slightly injured.

PROPER ADDRESS OF THE COMPANY.

THE KEENE ELECTRIC RAILWAY COMPANY,
KEENE, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Daniel R. Cole, president, Keene, N. H.; George E. Whiting, treasurer, 407 John Hancock building, Boston, Mass.; George A. Litchfield, auditor, Keene, N. H.; Frank H. Whitcomb, clerk of corporation, Keene, N. H.; Charles H. Hersey, general counsel, Keene, N. H.; Thomas T. Robinson, general manager, 407 John Hancock building, Boston, Mass.; John H. Jennings, superintendent, Keene, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Daniel R. Cole, George A. Litchfield, Keene, N. H.; Charles O. Whitney, Marlborough, N. H.; John S. Bleakie, Falmouth, Mass.; Frederick N. Tirrell, George E. Whiting, Hyde Park, Mass.; Thomas T. Robinson, Dedham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DANIEL R. COLE,
President.

GEORGE E. WHITING,
Treasurer.

JOHN H. JENNINGS,
Superintendent.

STATE OF NEW HAMPSHIRE.

CHESHIRE, ss. September 2, 1901. Then personally appeared the above-named Daniel R. Cole and John H. Jennings, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. HERSEY,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 3, 1901. Then personally appeared the above-named George E. Whiting, who made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES E. STANWOOD,
Justice of the Peace.

REPORT

OF THE

LACONIA STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$24,089.98
Operating expenses	23,240.25
Net income from operation	\$849.73
Rents	787.78
Gross income above operating expenses	\$1,637.51
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans	\$3,717.60
Taxes	726.14
Total charges and deductions from income	4,443.74
Deficit for year ending June 30, 1901	\$2,806.23
Amount of deficit June 30, 1900	343.38
Total deficit June 30, 1901	\$3,149.61
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$23,891.48
Receipts from advertising in cars	33.50
Power rental	165.00
Gross income from operation	\$24,089.98
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$1,636.00
General office expenses and supplies	71.70

General expenses	\$864.30
Insurance	1,218.41
Maintenance of roadway and buildings:	
Repairs of roadbed and track	2,878.96
Repairs of electric line construction	91.25
Removal of snow and ice	118.49
Repairs of buildings	401.10
Maintenance of equipment:	
Repairs of cars and other vehicles	683.45
Repairs of electric equipment of cars	781.49
Transportation expenses:	
Cost of electric motive power	6,152.72
Wages and compensation of persons employed in conducting transportation	5,932.25
Damages for injuries to persons and property	773.97
Amusements	1,636.16
Total operating expenses	\$23,240.25
PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Extension of railway and tracks	\$322.00
Additional land necessary for operation of rail- way	250.00
Additional equipment of power stations	22.00
Total additions to property accounts	\$594.00
Poles sold	10.00
Net addition to property accounts for year	\$584.00
GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Roadbed and tracks	\$80,803.59
Electric line construction, including poles, wiring, feeder lines, etc.	24,126.29
Salaries, engineering, and other ex- penses incident to construction	3,168.71
Total cost of railway owned	\$108,098.59
Equipment:	
Cars and other rolling stock and vehicles	\$15,922.28
Electric equipment of same	14,005.00

Other items of equipment . . .	\$4,152.31	
Total cost of equipment owned . . .		\$34,079.59
Land and buildings:		
Land necessary for operation of railway	\$1,050.00	
Electric power stations, including equipment	50,760.60	
Other buildings necessary for operation of railway	10,643.54	
Total cost of lands and buildings owned . . .		62,454.14
Other permanent property:		
Tenements	\$10,600.00	
Office furniture	491.29	
Total cost of other permanent property owned		11,091.29
Total permanent investments		\$215,723.61
Cash and current assets:		
Bills and accounts receivable		2,560.20
Miscellaneous assets:		
Materials and supplies	\$1,455.72	
Fuel	750.00	
Total miscellaneous assets		2,205.72
Profit and loss balance—deficit		3,149.61
Total		\$223,639.14
<i>Liabilities.</i>		
Capital stock, common		\$100,000.00
Funded debt		90,000.00
Current liabilities:		
Loans and bills payable	\$33,069.15	
Account pay	123.94	
Coupons due July 1, \$2,250.		
Total current liabilities		33,193.09
Cash overdrawn		446.05
Total		\$223,639.14

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$100,000.00
Capital stock authorized by votes of company, common . . .	100,000.00
Capital stock issued and outstanding, common . .	100,000.00
Number of shares issued and outstanding, common . . .	2,000
Number of stockholders, common	32
Number of stockholders in New Hampshire, common . . .	2,000
Amount of stock held in New Hampshire, common	\$65,500.00
FUNDED DEBT.	
First mortgage bonds:	
Rate of interest	5 per cent
Date of maturity	May 1, 1919
Amount outstanding	\$90,000.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year . .	497,521
Number of passengers carried per mile of railway track operated	59,512
Number of car miles run	153,231
Average number of persons employed	8
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power . .	3
Trailers	1
Open passenger cars equipped for electric power	6
Trailers	1
Total passenger cars of all kinds	11
Number of all above cars with 4 wheels	6
Number of all above cars with 8 wheels	4
Number of electric cars equipped with fenders . .	9
Construction, repair, and other work cars . . .	1
Snow plows	1
2-horse sleigh barges	2
Electric motors	8 set

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated . . .	8.36 miles
Length of sidings switches, etc., owned and operated . . . . .	.51 "
Total length, computed as single track . .	8.87 miles

Motive power, all electric.

System of electric motive power used by company, Westinghouse.

This railway is located in Laconia, N. H.

Crossings of company's railway with railroads at grade (2), viz.: Boston & Maine, Lake Shore branch, and spur track.

STATEMENT OF EACH ACCIDENT.

Conductor, when off duty, attempted to jump from one car to another when meeting at turnout. Both cars under good headway.

PROPER ADDRESS OF THE COMPANY.

LACONIA STREET RAILWAY,

LACONIA, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harry L. Pierce, president, Leominster, Mass.; Edmund Little, treasurer, Laconia, N. H.; Edwin C. Lewis, auditor, Laconia, N. H.; Edmund Little, clerk of corporation, Laconia, N. H.; E. H. Shannon, general counsel, Laconia, N. H.; Harry L. Pierce, general manager, Leominster, Mass.; Lewis S. Pierce, superintendent, Laconia, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Albert G. Folsom, S. B. Smith, Charles F. Stone, Edmund Little, Laconia, N. H.; Harry L. Pierce, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

HARRY L. PIERCE,
President.

EDMUND LITTLE,
Treasurer.

L. S. PIERCE,
Superintendent.

STATE OF NEW HAMPSHIRE.

BELKNAP, ss. September 5, 1901. Then personally appeared the above-named Edmund Little and L. S. Pierce and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE P. MUNSEY,
Justice of the Peace.

STATE OF PENNSYLVANIA.

McKEAN, ss. September 13, 1901. Then personally appeared the above-named Harry L. Pierce and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

W. E. BURDICK,
Notary Public.

REPORT

OF THE

MANCHESTER STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$212,138.11
Operating expenses	165,246.29
Net income from operation	\$46,891.82
Charges upon income accrued during the year:	
Interest on funded debt	\$12,500.00
Interest and discount on unfunded debts and loans	1,842.61
Taxes	5,100.00
Total charges and deductions from income	19,442.61
Net divisible income	\$27,449.21
Dividends declared, 6 per cent on common stock	25,260.00
Surplus for year ending June 30, 1901	\$2,189.21
Amount of surplus June 30, 1900	3,063.65
Old claim collected	27.50
Total surplus June 30, 1901	\$5,280.36
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$206,479.35
Receipts from advertising in cars	999.96
Park receipts	4,658.80
Gross income from operation	\$212,138.11

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$7,100.03
General office expenses and supplies	5,110.95
Legal expenses	119.90
Insurance	3,683.01
Fuel, water, and lamps	296.30
Printing and advertising	2,566.23
Park expense	8,466.67
Maintenance of roadway and buildings:	
Repairs of roadbed and track	6,597.36
Repairs of electric line construction	3,603.95
Removal of snow and ice	1,271.43
Repairs of buildings	914.38
Maintenance of equipment:	
Repairs of cars and other vehicles	10,513.79
Repairs of electric equipment of cars	7,074.62
Transportation expenses:	
Stable expenses	2,377.64
Cost of electric motive power	48,642.87
Wages and compensation of persons employed in conducting transportation	43,565.25
Damages for injuries to persons and property	181.51
Oil and grease	700.43
Rentals of buildings and other property	8,732.50
Other transportation expenses (employees)	3,727.47
Total operating expenses	\$165,246.29
PROPERTY ACCOUNTS.	
Extension of railway and tracks	\$59,383.01
New electric line construction	18,641.21
Total additions to railway	\$78,024.22
Additional cars	\$21,750.96
Electrical equipment of same	16,775.81
Additional horses	15.00
Total additions to equipment	38,541.77
Additional land necessary for operation of railway	24,046.17
Total additions to property accounts	\$140,612.16

Property sold or reduced in valuation:		
Land sold, Candia road	\$3,000.00	
Transferred to "Other buildings"	23,600.00	
Total deductions from property accounts		\$26,600.00
Net addition to property accounts for year		\$114,012.16
GENERAL BALANCE SHEET.		
<i>Assets.</i>		
Roadbed and tracks	\$371,321.14	
Electric line construction, including poles, wiring, feeder lines, etc.	89,321.07	
Total cost of railway owned		\$460,642.21
Equipment:		
Cars and other rolling stock and vehicles	\$154,082.88	
Electric equipment of same	37,866.65	
Horses	643.50	
Total cost of equipment owned		192,593.03
Land necessary for operation of railway		88,097.44
Massabesic park		18,000.56
Total permanent investments		\$759,333.24
Cash and current assets:		
Cash	\$63.27	
Bills and accounts receivable	12,368.65	
Total cash and current assets		12,431.92
Total		\$771,765.16
<i>Liabilities.</i>		
Capital stock, common		\$421,000.00
Funded debt		250,000.00
Loans and bills payable		94,936.49
Taxes accrued and not yet due		548.31
Profit and loss balance—surplus		5,280.36
Total		\$771,765.16

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$421,000.00
Capital stock authorized by votes of company, common	421,000.00
Capital stock issued and outstanding, common . . .	421,000.00
Number of shares issued and outstanding, common	4,210
Number of stockholders, common	1
Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$421,000.00
FUNDED DEBT.	
First mortgage bonds:	
Rate of interest	5 per cent
Date of maturity	Jan. 1, 1915
Amount outstanding	\$250,000.00
Interest paid during year	12,500.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	4,881,223
Number of passengers carried per mile of railway track operated	158,903
Number of round trips run	138,373
Number of car miles run	917,602.7
Average number of persons employed	160
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	27
Open passenger cars equipped for horse power	7
Open passenger cars equipped for electric power	42
Total passenger cars of all kinds	76
Number of all above cars with 4 wheels	59
Number of all above cars with 8 wheels	17
Number of electric cars equipped with fenders	70
Construction, repair, and other work cars	1
Snow plows	6
Electric sweepers	3
Horse plows	2
Horses	6
Harnesses, double, 3; single, 7; total	10
2 tower wagons, 1 emergency wagon, 1 sleigh	4

RAILROAD OWNED.	
Length of railway line owned and operated . .	25.495 miles
Length of second track owned and operated . .	5.286 "
Length of sidings, switches, etc., owned and operated	1.713 "
Total length, computed as single track . .	32.494 miles

Motive power, all electric.
 System of electric motive power used by the company, overhead trolley.
 Miles of new electric railway in process of construction, June 30, 1901, 1.801.
 This railway is located in Goffstown and Manchester.

MISCELLANEOUS.		
GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
With Boston & Maine Railroad at Granite street.....	2	1
" " " " Turner street.....	1	1
" " " " South Elm street..	1	1
" " " " Wilson street.....	4	1
" " " " South Main street.	2	1
" " " " Print Works.....	1	2
Total.....	11	7

LIST OF ACCIDENTS.						
	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	3	1	13	1	16
Employees.....
Others.....
Total.....	3	1	13	1	16

STATEMENT OF EACH ACCIDENT.

Man jumped from moving car and fell to ground, dying later from injuries sustained.

Trolley pole fell to ground, striking man on shoulder.

Car struck man, causing him to fall.

Two cars collided, slightly injuring two ladies.

Man fell in getting off moving car.

Child, playing in street, fell under car. Hand was run over and head bruised.

Lady running beside car before it stopped, had right foot run over.

Car struck woman, bruising her head.

Boy sliding across tracks, ran into car and broke his thumb.

Lady fell on step in getting on car and hurt her ankle.

Lady fell in getting off moving car.

Horse frightened at car, ran against post, throwing occupants to ground.

Horse frightened by car, ran and threw two men out, injuring them slightly.

PROPER ADDRESS OF THE COMPANY.

MANCHESTER STREET RAILWAY,

MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William A. Tucker, president, Boston, Mass.; P. L. Saltonstall, treasurer, Boston, Mass.; D. A. Taggart, clerk of corporation, Manchester, N. H.; Taggart & Bingham, general counsel, Manchester, N. H.; J. Brodie Smith, general manager, Manchester, N. H.; N. H. Walker, superintendent, Manchester, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William A. Tucker, P. L. Saltonstall, Boston, Mass.; J. Brodie Smith, Walter M. Parker, Charles T. Means, Manchester, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

WILLIAM A. TUCKER,
President.

PHILIP L. SALTONSTALL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 27, 1901. Then personally appeared the above-named William A. Tucker and Philip L. Saltonstall and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DANIEL P. SNOW,
Justice of the Peace.

REPORT

OF THE

NASHUA STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Total income from lease of railway	\$500.00
Amount of dividends paid under lease directly to stockholders of the Nashua Street Railway by Boston & Northern Street Railway Company, successor to lessee	12,000.00
Gross income	\$12,500.00
Salaries and maintenance of organization	500.00
Net divisible income	\$12,000.00
Dividends declared, 4 per cent on capital stock	12,000.00
Surplus for year ending June 30, 1901	nothing
Amount of surplus June 30, 1900	\$20,850.48
Adjustment of old accounts	\$1,287.12
Dividend, 3 per cent on \$250,000 from earnings of previous years	7,500.00
Net deductions for the year	8,787.12
Total surplus June 30, 1901	\$12,063.36
PROPERTY ACCOUNTS.	
Extension of railway and tracks (length, 739 feet)	\$1,218.78
New electric line construction (length, 739 feet)	699.31
Total additions to railway	\$1,918.09
Reconstruction of cars (vestibuling)	93.28

Additional land necessary for operation of railway	\$400.00	
New electric power stations, including machinery, etc.	6,207.86	
Total additions to land and buildings		\$6,607.86
Total additions to property accounts		\$8,619.23
GENERAL BALANCE SHEET.		
<i>Assets.</i>		
Roadbed and tracks	\$336,654.45	
Electric line construction, including poles, wiring, feeder lines, etc.	34,979.27	
Total cost of railway owned		\$371,633.72
Equipment:		
Cars and other rolling stock and vehicles and electric equipment of same	\$60,229.24	
Horses	100.00	
Other items of equipment	3,113.23	
Total cost of equipment owned		63,442.47
Land and buildings:		
Land necessary for operation of railway	\$24,566.72	
Electric power stations, including equipment	19,968.24	
Total cost of land and buildings owned		44,534.96
Other permanent property:		
Office furniture and fixtures	\$423.62	
Park equipment	71.54	
Signal system	1,201.54	
Total cost of other permanent property owned		1,696.70
Total permanent investments		\$481,307.85
Bills and accounts receivable		500.00
Total		\$481,807.85

<i>Liabilities.</i>	
Capital stock, common	\$300,000.00
Funded debt	150,000.00
Current liabilities:	
Loans and bills payable	\$500.00
Lowell & Suburban lease account	10,625.26
Lowell & Suburban property account	8,619.23
Total current liabilities	19,744.49
Profit and loss balance—surplus	12,063.36
Total	\$481,807.85
CAPITAL STOCK.	
Capital stock authorized by law, common	\$325,000.00
Capital stock authorized by votes of company, common	300,000.00
Capital stock issued and outstanding, common	300,000.00
Number of shares issued and outstanding, common	3,000
Number of stockholders, common	80
Number of stockholders in New Hampshire, common	39
Amount of stock held in New Hampshire, common	\$70,000.00
FUNDED DEBT.	
First mortgage bonds:	
Rate of interest	6 per cent
Date of maturity	April 1, 1911
Amount outstanding	\$150,000.00
Interest paid by lessee.	
RAILROAD OWNED.	
Length of railway line owned	14.12 miles
Length of second track owned . . . . .	.75 "
Length of sidings, switches, etc., owned . . . . .	.63 "
Total length, computed as single track	15.50 miles

System of electric motive power used by the company, general electric, overhead trolley.

This railway is located in Nashua and Hudson.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.*	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
With Boston & Maine R. R., N. & A. Div., Main street.	1	1
" " " " W., N. & R., " "	2	1
" " " " Keene Div., " "	2	1
" " " " " " Temple St...	2	1
" " " " N. & A. " " "	1	1
" " " " W., N. & R., " "	1	1
" " " " Southern Div., Hollis St..	6	1
" " " " N. & A. " Alder "	1	1
Total.....	16	8

* Number of crossings at which frogs are inserted in the tracks, 8.

PROPER ADDRESS OF THE COMPANY.

NASHUA STREET RAILWAY,
CURRIER BUILDING, NASHUA, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John A. Fisher, president, Nashua, N. H.; Joseph H. Goodspeed, treasurer, Boston, Mass.; D. Dana Bartlett, auditor, Boston, Mass.; John P. Goggin, clerk of corporation, Nashua, N. H.; George B. French, general counsel, Nashua, N. H.; E. C. Foster, general manager, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John A. Fisher, Nashua, N. H.; Joseph H. Goodspeed, Boston, Mass.; Patrick F. Sullivan, Lowell, Mass.; E. C. Foster, Lynn, Mass.; John P. Goggin, Nashua, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

JOHN A. FISHER,
President.

JOSEPH H. GOODSPEED,
Treasurer.

E. C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 10, 1901. Then personally appeared the above-named John A. Fisher, Joseph H. Goodspeed, and E. C. Foster and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

PORTSMOUTH ELECTRIC RAILWAY

FOR THE YEAR ENDING JUNE 30, 1901.

[Owned and Operated by the Boston & Maine Railroad.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$53,628.02
Operating expenses	48,625.77
Total surplus June 30, 1901	\$5,002.25
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$53,304.15
Receipts from carriage of mails and parcels	98.87
Receipts from advertising in cars	225.00
Gross income from operation	\$53,628.02
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$1,481.10
General office expenses and supplies	147.32
Legal expenses	132.55
Insurance	460.71
Other general expenses	359.93
Maintenance of roadway and buildings:	
Repairs of roadbed and track	3,913.67
Repairs of electric line construction	1,349.90
Removal of snow and ice	317.50
Repairs of buildings	695.36
Maintenance of equipment:	
Repairs of cars and other vehicles	9,438.73
Repairs of electric equipment of cars	201.02

Transportation expenses:	
Cost of electric motive power	\$14,062.75
Wages and compensation of persons employed in conducting transportation	15,331.88
Damages for injuries to persons and property .	523.29
Other transportation expenses	210.06
Total operating expenses	\$48,625.77
PROPERTY ACCOUNTS.	
Extension of railway and tracks and new electric line construction	\$37,996.40
Additional cars and electrical equipment of same	17,512.40
Total additions to property accounts . . .	\$55,508.80
COST OF ROAD AND EQUIPMENT.	
<i>Assets.</i>	
Roadbed and tracks	\$227,413.29
Electric line construction, including poles, wiring, feeder lines, etc.	58,006.23
Total cost of railway owned	\$285,419.52
Cars and other rolling stock and vehicles and electric equipment of same	50,837.17
Land and buildings:	
Electric power stations, including equipment	\$93,110.35
Other buildings necessary for operation of railway	13,877.72
Total cost of lands and buildings owned .	106,988.07
Total cost to June 30, 1901	\$443,244.76
<i>Liabilities.</i>	
This road constructed by Boston & Maine Rail- road. No special issue of stock or bonds has yet been made to reimburse the treasury for the expenditure.	

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	894,366
Number of passengers carried per mile of railway track operated	54,303
Number of round trips run	48,182
Number of car miles run	299,605
Average number of persons employed	41
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	7
Box baggage car equipped for electric power	1
Open passenger cars equipped for electric power	11
Mail cars, electric	19
Number of all above cars with 4 wheels	11
Number of all above cars with 8 wheels	8
Number of electric cars equipped with fenders	19
Snow plows	1
RAILROAD OWNED.	
Length of railway line owned and operated	16.47 miles
Length of sidings, switches, etc., operated . . . . .	.88 "
Total length operated, computed as single track	17.35 miles

LIST OF ACCIDENTS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....
Employees.....	1	.....	1	.....
Other persons.....	1	4	1	4
Total.....	2	4	2	4

Motive power, all electric.

System of electric power used by the company, direct current, 500 volts.

This railway is located in Portsmouth, Rye, North Hampton, and Rye Beach station.

STATEMENT OF EACH ACCIDENT.

July 16, 1900. J. Smith, lineman, near Portsmouth freight house, got between iron pole and live wire and died in ten minutes.

August 20, 1900. Sarah H. Fister walked in front of car and was struck by same, corner of Richards avenue and Middle street, Portsmouth, N. H. Being feeble she died of shock.

September 23, 1900. Henry Little, near Little River bridge, North Hampton, in closed team preceding car in same direction; turned toward a private driveway in front of car and was struck. Permanent personal injury claimed.

September 16, 1900. Timothy Meehan and John McCambric, Sagamore House, Portsmouth, N. H.; team driven out of blind lane in front of car and was struck. Meehan received broken thumb and bruised side, McCambric scratch on head.

September 21, 1900. R. E. Roberts, corner Thornton and Bartlett streets, Portsmouth, N. H.; team driven out of blind street struck. Roberts bruised on head.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, president, Boston, Mass.; T. A. MacKinnon, first vice-president and general manager, Boston, Mass.; Herbert E. Fisher, treasurer, Boston, Mass.; William J. Hobbs, comptroller and general auditor, Boston, Mass.; William B. Lawrence, clerk of corporation, Boston, Mass.; W. T. Perkins, superintendent, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; Joseph S. Ricker*, Portland, Me.; Richard Olney, Boston, Mass.; Alvah W. Sulloway, Franklin, N. H.; Joseph H. White, Brookline, Mass.; Walter Hunnewell, Wellesley, Mass.; Henry R. Reed, Boston, Mass.; Lewis Cass Ledyard, New York, N. Y.; Henry M. Whitney, Brookline, Mass.; Henry F. Dimock, New York, N. Y.; William Whiting, Holyoke, Mass.; Alexander Cochran, Boston, Mass.; Charles M. Pratt, New York, N. Y.

* Died January 17, 1901.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

LUCIUS TUTTLE,
President.

HERBERT E. FISHER,
Treasurer.

T. A. MACKINNON,
First Vice-President and General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, October 4, 1901. Then personally appeared the above-named Lucius Tuttle, Herbert E. Fisher, and T. A. MacKinnon and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FREDERICK A. CARR,
Justice of the Peace.

REPORT

OF THE

SPRINGFIELD ELECTRIC RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Roadbed and tracks	\$12,000.00
Received for rental from Springfield Electric Railway Company of Vermont	1.00
<i>Liabilities.</i>	
Capital stock, common	\$12,000.00
Paid clerk and treasurer expenses	1.00

PROPER ADDRESS OF THE COMPANY.

SPRINGFIELD ELECTRIC RAILWAY COMPANY,
CHARLESTOWN, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Nathaniel G. Brooks, president, Charlestown, N. H.; James A. Hunt, vice-president, Charlestown, N. H.; Frank W. Hamlin, treasurer, Charlestown, N. H.; W. R. Sheldon, J. A. Hunt, E. C. Crosby, auditors, Charlestown, N. H.; Frank W. Hamlin, clerk of corporation, Charlestown, N. H.; Edward C. Crosby, general manager, Springfield, Vt.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Nathaniel G. Brooks, James A. Hunt, William R. Sheldon,
Frank W. Hamlin, Charlestown, N. H.; Edward C. Crosby, Spring-
field, Vt.

We hereby certify that the statements contained in the fore-
going report are full, just, and true.

N. G. BROOKS,
President.

FRANK W. HAMLIN,
Treasurer.

EDWARD C. CROSBY,
General Manager.

STATE OF NEW HAMPSHIRE.

SULLIVAN, ss. August 1, 1901. Then personally appeared the
above-named Nathaniel G. Brooks, president, and Frank W. Ham-
lin, treasurer, and severally made oath that the foregoing certifi-
cate by them subscribed is, to the best of their knowledge and
belief, true.

Before me,

FRED H. PERRY,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. July 30, 1901. Then personally appeared the
above-named Edward C. Crosby and made oath that the foregoing
certificate by him subscribed is, to the best of his knowledge and
belief, true.

Before me,

RICHARD W. IRWIN,
Notary Public.

REPORT

OF THE

UNION ELECTRIC RAILWAY

FOR THE YEAR ENDING JUNE 30, 1901.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$45,234.76
Operating expenses	23,869.79
Net income from operation	\$21,364.97
Interest on funded debt	5,000.00
Net divisible income	\$16,364.97
Dividends declared, 13 per cent on common stock .	13,000.00
Surplus for year ending June 30, 1901 . . .	\$3,364.97
Amount of surplus June 30, 1900	34,195.77
Charging off miscellaneous accounts	4,302.65
Total surplus June 30, 1901	\$41,863.39
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$39,516.64
Receipts from rentals of buildings and other property	484.50
Receipts from advertising in cars	176.00
Park and miscellaneous	5,057.62
Gross income from operation	\$45,234.76
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks and general office expenses and supplies	\$2,139.10

Insurance	\$592.50
Park and miscellaneous	4,145.38
Maintenance of roadway and buildings:	
Repairs of roadbed and track	648.23
Repairs of electric line construction	29.75
Removal of snow and ice	331.69
Repairs of buildings	487.89
Maintenance of equipment:	
Repairs of cars and other vehicles	1,783.48
Repairs of electric equipment of cars	196.85
Transportation expenses:	
Cost of electric motive power	4,551.19
Wages and compensation of persons employed in conducting transportation	8,781.83
Damages for injuries to persons and property	181.90
Total operating expenses	\$23,869.79
PROPERTY ACCOUNTS.	
Additional cars	\$1,391.75
Park	400.00
Total additions to property accounts	\$1,791.75
GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Roadbed and tracks	\$68,927.87
Electric line construction, including poles, wiring, feeder lines, etc.	18,000.00
Salaries, engineering, and other ex- penses incident to construction	3,000.00
Total cost of railway owned	\$89,927.87
Cars and other rolling stock and vehicles and electric equipment of same	26,391.75
Land and buildings:	
Electric power stations, including equipment and land	\$18,000.00
Other buildings necessary for operation of railway and land	25,000.00
Total cost of lands and buildings owned	43,000.00
Park, park buildings, and cottages	71,400.00
Total permanent investments	\$230,719.62

Cash and current assets:		
Cash	\$1,667.57	
Bills and accounts receivable	14,045.56	
Total cash and current assets		\$15,713.13
Materials and supplies		1,200.00
Total		\$247,632.75
Liabilities.		
Capital stock, common		\$100,000.00
Funded debt		100,000.00
Loans and bills payable		3,894.36
Interest accrued and not yet due		1,875.00
Profit and loss balance—surplus		41,863.39
Total		\$247,632.75
CAPITAL STOCK.		
Capital stock authorized by law, common		\$100,000.00
Capital stock authorized by votes of company, common		100,000.00
Capital stock issued and outstanding, common		100,000.00
Number of shares issued and outstanding, common		1,000
Number of stockholders, common		5
Number of stockholders in New Hampshire, common		3
Amount of stock held in New Hampshire, common		\$300.00
FUNDED DEBT.		
First mortgage gold bonds:		
Rate of interest		5 per cent
Date of maturity		Feb. 15, 1917
Amount outstanding		\$100,000.00
Interest paid during year		5,000.00
VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		814,484
Number of car miles run		186,705

EQUIPMENT OWNED.	
Box passenger cars equipped for electric power .	8
Open passenger cars equipped for electric power .	12
Total passenger cars of all kinds	20
Number of all above cars with 4 wheels . . .	16
Number of all above cars with 6 wheels . . .	4
Construction, repair, and other work cars . .	2
Snow plows	2
Electric motors	21

RAILROAD OWNED.	
Length of railway line owned and operated . .	7.20 miles
Length of sidings, switches, etc., owned and operated . . . . .	.75 "
Total length, computed as single track . .	7.95 miles

Motive power, all electric.

System of electric motive power used by the company, General Electric, Westinghouse.

This railway is located in Dover and Somersworth, N. H.

MISCELLANEOUS.		
GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSINGS.	
	Railroad.	Railway.
With Boston & Maine, Western Division, at Dover.	3	1
With Boston & Maine, E. Div., at Sawyer's, Dover.	1	1
Total	4	2

PROPER ADDRESS OF THE COMPANY.

UNION ELECTRIC RAILWAY,
60 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Wallace D. Lovell, president, 60 State street, Boston, Mass.; Rufus N. Elwell, vice-president, Exeter, N. H.; Edwin L. Pride, treasurer, 60 State street, Boston, Mass.; Leslie P. Snow, clerk of corporation, Rochester, N. H.; Albert E. McReel, general manager and superintendent, Exeter, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Wallace D. Lovell, West Newton, Mass.; Rufus N. Elwell, Exeter, N. H.; George E. Wallace, Rochester, N. H.; Albert E. McReel, Exeter, N. H.; Edwin L. Pride, Somerville, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

WALLACE D. LOVELL,
President.

EDWIN L. PRIDE,
Treasurer.

A. E. MCREEL,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 26, 1901. Then personally appeared the above-named Wallace D. Lovell, Edwin L. Pride, and A. E. McReel and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES E. OBER,
Notary Public.

PART IV.

PETITIONS, ORDERS, AND FINDINGS

PETITIONS, ORDERS, AND FINDINGS.

EXTENSION OF BOSTON & MAINE STREET RAILWAY IN PORTSMOUTH, NEWCASTLE, AND RYE.

ROCKINGHAM, SS.

To the Supreme Court:

The Boston & Maine Railroad, a corporation duly established under the laws of the state of New Hampshire and having a place of business at Portsmouth, in said county, respectfully represents that the public good requires that it build an extension, branches, and additions to its railroad in said Portsmouth, and in the towns of Newcastle and Rye in said county, as hereinafter described, to be operated by electricity as the motive power, with single or double tracks, as may be found necessary, with suitable side tracks, spurs, and turnouts, to be of the standard gauge throughout, to wit, of the distance between the rails of four feet, eight and one half inches, upon the following described routes:

Beginning on Market square in said Portsmouth, at the line of the location and track of its electric street railroad there, connecting therewith, and running southerly over and in Pleasant street and Marcy street to Newcastle avenue, and thence over and in said avenue easterly and southerly to the property and estate of the proprietors of the Newcastle bridge, all in said Portsmouth.

Beginning in said Portsmouth on Newcastle avenue, at the westerly end of the property and estate of the proprietors of the Newcastle bridge, at the point where said railroad ends in Newcastle avenue as above described, connecting therewith and running easterly and southerly over and across said property and estate of said proprietors and across the flats and waters of the river, all in said Portsmouth, to the line of the town of Newcastle in said county, and thence on through said town of Newcastle to the Atlantic ocean at the end of Beach Hill road, so called, near Fort Constitution, all in said Newcastle; and the route, upon which the public good requires that such railroad shall be built, is as follows:

Beginning in said Portsmouth on said Newcastle avenue, at the

Beginning in said Portsmouth on Newcastle avenue, at the westerly end of the property and estate of the proprietors of the Newcastle bridge, at the point where said railroad ends in Newcastle avenue as above described, connecting therewith and running easterly and southerly over and across said property and estate of said proprietors and across the flats and waters of the river, all in said Portsmouth, to the line of the town of Newcastle in said county, and thence on through said town of Newcastle to the Atlantic ocean at the end of Beach Hill road, so called, near Fort Constitution, all in said Newcastle; and the route, upon which the public good requires that such railroad shall be built, is as follows:

Beginning in said Portsmouth on said Newcastle avenue, at the point aforesaid, and running easterly and southerly over said property of the proprietors of the Newcastle bridge, and over the flats and waters of the river between Portsmouth and Newcastle to the line of the town of Newcastle; and thence in an easterly and southerly direction to the road leading from the easterly bridge of said proprietors to Newcastle Village by the dwelling-house of John Locke, and thence over and in said road, easterly, northerly, and southerly by said dwelling-house and thence over and in the main road or street by the town hall, postoffice, and schoolhouse to the road leading from Fort Constitution to Hotel Wentworth; thence running easterly over and in said last named road by the dwelling-house of Dollie F. Haywood to Beach Hill road, so called, and thence easterly and southerly over and in said Beach Hill road to the Atlantic ocean, at the end of said road, all in said Newcastle.

Beginning at the easterly end of the easterly bridge of said proprietors in said Newcastle and running easterly and southerly over and in the road leading to the dwelling-house of John Locke, to said dwelling-house, and thence easterly, northerly, and southerly over and in the road leading from the dwelling-house of John Locke to and through the village of Newcastle, by the town hall, schoolhouse, and postoffice to the road leading to Hotel Wentworth; thence running easterly over and in said last named road to Beach Hill road, and thence easterly and southerly over and in said Beach Hill road to the Atlantic ocean at the end of said last named road, near Fort Constitution, all in said Newcastle.

Beginning at Lang's Corner, so called, in the town of Rye in said county, where the Wallis road, so called, runs into the road leading from Portsmouth to the Farragut House, there connect-

easterly and southerly over and in said Beach Hill road to the Atlantic ocean at the end of said last named road, near Fort Constitution, in said Newcastle.

Beginning at Lang's Corner, so called, in the town of Rye in said county, where the Wallis road, so called, runs into the road leading from Portsmouth to the Farragut House, there connecting with the electric railroad of said Boston & Maine Railroad; thence running easterly and southerly over and in said Wallis road by the dwelling-house of Joseph Langdon Seavey, and over Four Corners, so called, to the road called the Beach road or Atlantic road, near the Wallis Sands Life-Saving Station; thence running southerly and westerly over and in said Beach road or Atlantic road, so called, over the bridge at Concord Point, and along in front of the Ocean Wave Hotel, to the Washington road, so called; thence westerly and southerly over and in said Washington road to the electric railroad of said Boston & Maine Railroad in the road leading from Portsmouth to the Farragut House, and there connecting with said electric railroad.

Beginning in Islington street at a point opposite the end of Frenchman's Lane, there connecting with the tracks of said railroad, and running westerly over and in Islington street to the Plains, so called, near the dwelling-house of Andrew Sherburne, and thence southerly across the easterly side of the Plains to Middle road, and thence easterly over and in Middle road to South road, and thence over and in South road to Lafayette road, there connecting with the tracks of said railroad, all in said Portsmouth.

Beginning in Lafayette road, where it crosses South road, there connecting by a suitable curve with the tracks of said railroad; and thence running easterly over and in South street to Miller avenue, there connecting with the tracks of said railroad by a suitable curve, and thence easterly over and in said South street to Marcy street, there connecting with an extension of said railroad, all in said Portsmouth.

Beginning on Noble's Island, at the end of the track of the Portsmouth & Dover branch of the Boston & Maine Railroad, there connecting with said railroad, and running southerly over and in Market street to Deer street, and there connecting with the tracks of said railroad, all in said Portsmouth.

And said extension, branches, and additions are to be built in a first-class manner, and equipped with all modern appliances, to be operated, as above stated, with electricity as the motive power, and it will be necessary to stretch the necessary wires for carrying electric power along the streets and roads where said rail-

**CERTIFICATION TO THE COURT UPON APPEAL FROM
ORDERS OF THE BOARD OF MAYOR AND ALDERMEN OF
PORTSMOUTH.**

To the Supreme Court of New Hampshire:

The board of railroad commissioners of said state certifies to the court, by request, certain claims of law questions involved in the determination of matters heard by the board under an act of the legislature approved March 20, 1901, entitled "An act in amendment of section 6, chapter 27 of the Laws of 1895, relating to street railways." The record of the proceedings of said board in such determination is as follows, to wit:

APPEAL OF BOSTON & MAINE RAILROAD.

To the Board of Railroad Commissioners for the State of New Hampshire:

The Boston & Maine Railroad, a corporation duly established under the laws of said state and having a place of business at Portsmouth in our county of Rockingham, respectfully represents that at the adjourned law term of the supreme court of this state, holden at Concord on the 15th day of March, 1901, upon the petition of said railroad and proper proceedings had thereon, said court decreed and determined that the public good required that an extension and branches and additions to its railroad at said Portsmouth, to be operated by electricity, be built in certain streets of said city of Portsmouth and upon and over the four lines or routes and the public streets included therein, all in said city, described as follows, viz.:

1. Beginning in Islington street at a point opposite the end of Frenchman's Lane, there connecting with the tracks of said railroad, and running westerly over and in Islington street to the Plains, so called, near the dwelling-house of Andrew Sherburne, and thence southerly across the easterly side of the Plains to Middle road, and thence easterly over and in Middle road to South road, and thence over and in South road to Lafayette road, there connecting with the tracks of said railroad.

2. Beginning in Lafayette road, where it crosses South road, there connecting by a suitable curve with the tracks of said railroad, and thence running easterly over and in South street to Miller avenue, there connecting with the tracks of said railroad by a suitable curve, and thence easterly over and in said South street to Marcy street, there connecting with an extension of said railroad.

3. Beginning on Market square in said Portsmouth, at the line of the location and track of its electric street railroad there, con-

necting therewith, and running southerly over and in Pleasant street and Marcy street to Newcastle avenue, and thence over and in said avenue easterly and southerly to the property and estate of the proprietors of the Newcastle bridge.

4. Beginning on Noble's Island, at the end of the track of the Portsmouth & Dover branch of the Boston & Maine Railroad, there connecting with said railroad, and running southerly over and in Market street to Deer street, and there connecting with the tracks of said railroad.

And by such decree and determination your petitioner obtained the exclusive right to build and construct such extension, branches, and additions to its railroad at any time within two years from that date upon and over either or all of the routes and public streets and highways in said Portsmouth above described.

That on the 28th day of said March the directors of your petitioning corporation, in its behalf, presented a petition to the board of mayor and aldermen of said city of Portsmouth for the locations of the tracks, side tracks, spurs, and turnouts of said railroad and the poles and other structures necessary to support the wires for carrying electric power for said railroad, over and along the lines, routes, and streets aforesaid; and upon said petition due proceedings were had and said board of mayor and aldermen on the 20th day of May, 1901, made and granted to your petitioner locations in writing, duly signed by them, at that date, locating said tracks, poles, and so forth over and along the routes and streets aforesaid, as prayed for.

But said board of mayor and aldermen attached to the said locations, so granted by it, and made certain orders as to the building and construction of said railroad, whereby said board of mayor and aldermen attempts to forbid the building and construction of said railroad upon and over the line or route first above described and the public streets included therein, unless your petitioner shall first build and construct a street railroad upon and over the other routes and streets described in said petition, and whereby said board also attempts to compel the postponement of the building and construction of said last described route until two of the other lines or routes named in said petition have been built and constructed, and whereby said board also attempts to forbid the building of any one of said lines or routes unless all of them are built on or before December 1, next, which said orders are as follows, viz.:

"III. That said petitioners must build all and complete all, and not less than all, the extensions, branches, and additions to its electric road on or before the 1st day of December, 1901."

"VIII. The work of construction shall be commenced on these locations at Market square and prosecuted through Pleasant and Marcy streets and Newcastle avenue first, then shall be prosecuted through South street and South road to Lafayette road, then from a point opposite the end of Frenchman's Lane, so called, to the Plains, then over said Plains to Middle road, through Middle road to South road, through South road to Lafayette road. The work of construction on Market square, Market street, Pleasant and Marcy streets, Newcastle avenue, South street, South road shall be completed before July 15, and said streets and highways restored satisfactorily to the committee on streets.

"The foregoing locations are granted upon the express condition that the street railway shall be built on all the locations before December 1, 1901, and no part of the locations hereby granted shall be valid or of any effect unless the tracks are built as aforesaid on all locations granted, and if this condition is not complied with, the parts of tracks completed before December 1, 1901, shall be taken up and removed by said city of Portsmouth at the expense of the petitioners."

And your petitioner is aggrieved by said orders attached to said locations and made by said board of mayor and aldermen as above set forth and so your petitioner appeals therefrom to your honorable board, and prays that said orders be set aside in accordance with the act of the legislature of this state approved March 20, 1901, and for such other and further order and relief as may be proper.

Dated Portsmouth, N. H., May 21, 1901.

BOSTON & MAINE RAILROAD,

By its attorneys,

PAGE & BARTLETT.

JOHN S. H. FRINK,

CALVIN PAGE,

JOHN H. BARTLETT,

Counsel for Appellants.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 23, 1901.

The foregoing petition of the Boston & Maine Railroad appealing from the orders of the board of mayor and aldermen of the city of Portsmouth, having been duly presented to the board of railroad commissioners, a hearing upon said petition will be had

by said board of railroad commissioners at the aldermen's chamber in the city building in said Portsmouth on Friday, June 7, 1901, at ten o'clock forenoon. And it is ordered that the petitioner give notice of said hearing by serving upon said board of mayor and aldermen an attested copy of said petition and this order of notice ten days at least before said day of hearing.

THE BOARD OF RAILROAD COMMISSIONERS,

By E. B. S. SANBORN,
Clerk.

On the 27th day of May, 1901, I gave in hand to Edward E. McIntire, mayor of the city of Portsmouth, Freeman R. Garrett, James A. Rand, Augustus N. Wells, Charles F. Wells, Joshua M. Vaughn, and Albert M. Pray, and left at the last and usual place of abode of Albert H. Adams, Charles E. Whitehouse, and Eben H. Blaisdell, aldermen of the city of Portsmouth, each a true and attested copy of the foregoing petition of the Boston & Maine Railroad and the order of the railroad commissioners thereon.

CALVIN PAGE.

ROCKINGHAM, ss.

May 27, 1901.

Subscribed and sworn to. Before me,

JOHN H. BARTLETT,
Justice of the Peace.

On the 27th day of May, 1901, I gave in hand to Robert W. Phinney, one of the aldermen of the city of Portsmouth, a true and attested copy of the foregoing petition of the Boston & Maine Railroad and the order of the railroad commissioners thereon.

JOHN H. BARTLETT.

ROCKINGHAM, ss.

May 27, 1901.

Subscribed and sworn to. Before me,

CALVIN PAGE,
Justice of the Peace.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 10, 1901.

The foregoing petition of the Boston & Maine Railroad, praying this board to set aside certain locations and orders made by the board of mayor and aldermen of the city of Portsmouth concerning the petitioner's street railway in said city, having been presented to this board, a hearing upon said petition was appointed and due notice thereof given as appears by the order of notice and return of service thereon hereto annexed.

And on the 7th day of June, 1901, the board met the parties interested at the hour and place appointed in said order of notice, the petitioner appearing by its counsel, J. S. H. Frink, Calvin Page, and John H. Bartlett, and said board of mayor and aldermen by the mayor and individual members of the board of aldermen and by counsel, S. Peter Emery, city solicitor of said city, and Samuel W. Emery. And having heard and considered all the allegations, evidence, and arguments of the parties the board of railroad commissioners finds—

On the 15th day of March, 1901, the supreme court in the exercise of powers conferred upon it by the legislature granted the Boston & Maine Railroad Corporation what is in effect a franchise or right to construct extensions and additions to its electric railroad in the city of Portsmouth upon four routes, which were duly set forth and described in the corporation's petition for the same for the term of two years. On the 28th day of March the said Boston & Maine corporation petitioned the mayor and aldermen of the city of Portsmouth for a location of proposed track, poles, and other structures on said routes, which locations were voted by said board of mayor and aldermen May 20, 1901, upon certain conditions, among which were the following:

1. That all of the extensions and additions authorized be completed on or before December 1, 1901.

2. That the work of construction be commenced at a point on Market street and prosecuted through Pleasant and Marcy streets to Newcastle avenue first and then through South street to Lafayette road, then from the end of Frenchman's Lane to the Plains, then over the Plains through Middle road to South road, then through South road to Lafayette road, and that all except that upon the Plains route, so called, be completed before July 15, 1901.

3. That if all such extensions are not completed before December 1, 1901, the parts then laid shall be taken up and removed by the city of Portsmouth at the expense of the Boston & Maine Railroad.

From these conditions the railroad asks to be relieved under an act of the legislature approved March 20, 1901.

This action by the board of mayor and aldermen of the city of Portsmouth, which amounts to an attempt to radically amend, and unless certain conditions are complied with to virtually repeal a railroad charter granted by authority of the legislature, is obviously based upon the assumption that said board may determine when and how and where a railroad corporation may avail itself of its charter rights in said city that it may say in effect to

such a corporation "Your chartered right to build a road at any time during two years upon any street specified in your charter is reduced as to certain streets to a right to build during the next eighty days and as to others during the next three months and it is abolished altogether unless you build upon all streets as to which you have an option. It is likewise abolished unless you begin at a certain point and proceed in a certain order, and unless you comply with our conditions the road you have constructed shall be removed at your expense notwithstanding the law which absolutely prohibits you from discontinuing the operation of any part of your road."

The reason given for such conditions and restrictions is that the mayor and aldermen believe or suspect that it is the purpose of the Boston & Maine to build upon the Plains route and leave the others upon which electric service is desired and needed by the people unbuilt upon, in support of which none but inferential and far fetched evidence was produced before this board.

The conditions from which the petitioners in this case appeal are in our judgment as unwarranted as they are unprecedented in the history of New Hampshire railroads. They can only stand upon a theory that a mayor and aldermen may revise and reverse the decisions of the legislature and the supreme court and are in themselves unfair and contrary to the principles upon which railroad construction is authorized and proceeds everywhere.

The testimony on behalf of the railroad showed conclusively that it was impracticable if not absolutely impossible to construct the located lines according to the prescribed conditions of the location. It appeared further that unless the Plains route of said location was completed by the railroad before October, 1901, another corporation by its charter had the right to build upon it in place of the petitioner, the Boston & Maine, and that therefore common business prudence dictates that the petitioner should build upon the Plains route at once even if such building resulted in delaying the construction of the other lines until the Plains route is completed. The board of mayor and aldermen undoubtedly has or should have power to guard against unnecessary or careless use of the city streets in constructing the railroad but this board has no occasion under the act of March 20, 1901, to attempt to measure the powers of the board of mayor and aldermen in this respect, for it finds as a fact that the conditions complained of are unreasonable and should be set aside.

Therefore the board of railroad commissioners set aside the following location and orders of said board of mayor and aldermen concerning the petitioner's street railway in said Portsmouth, viz.:

"III. That said petitioners must build all and complete all, and not less than all, the extensions, branches, and additions to its electric road on or before the first day of December, 1901."

"VIII. The work of construction shall be commenced on these locations at Market square and prosecuted through Pleasant and Marcy streets and Newcastle avenue first, then shall be prosecuted through South street and South road to Lafayette road, then from a point opposite the end of Frenchman's Lane, so called, to the Plains, then over said Plains to Middle road, through Middle road to South road, through South road to Lafayette road. The work on construction on Market square, Market street, Pleasant and Marcy streets, Newcastle avenue, South street, South road shall be completed before July 15, and said streets and highways restored satisfactorily to the committee on streets.

"The foregoing locations are granted upon the express condition that the street railway shall be built on all the locations before December 1, 1901, and no part of the locations hereby granted shall be valid or of any effect unless the tracks are built as aforesaid on all locations granted, and if this condition is not complied with, the parts of tracks completed before December 1, 1901, shall be taken up and removed by said city of Portsmouth at the expense of the petitioners."

And the board of railroad commissioners affirms all the remaining locations and orders of said board of mayor and aldermen concerning the petitioner's street railway in said Portsmouth as made and granted by said board of mayor and aldermen on the 20th day of May, 1901.

And at said hearing the counsel for said board of mayor and aldermen presented in writing to the board of railroad commissioners, with the request that the same be certified to the supreme court as questions of law involved in the determination of petitioner's appeal, the following statements, viz.:

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

ROCKINGHAM, SS.

June 7, 1901.

In the matter of the appeal of the Boston & Maine Railroad, the board of mayor and aldermen say that the board of railroad commissioners has no jurisdiction of or authority in the matter of the orders made by said board of aldermen upon the petition

of said railroad for location of its tracks, because there is no law giving such jurisdiction or authority.

THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF
PORTSMOUTH,

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

The question of law arising upon the foregoing denial by the board of mayor and aldermen of the jurisdiction and authority of the board of railroad commissioners, the honorable board of railroad commissioners is requested to certify to the supreme court for its decision.

THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF
PORTSMOUTH,

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

We ask that the appeal be dismissed because no decree can lawfully be made in this case by the board of railroad commissioners until the city of Portsmouth and all abutters have notice and are made parties to this proceeding.

THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF
PORTSMOUTH,

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

If the above motion is denied, the appellees desire that the question of law raised thereby be certified to the supreme court for its decision.

THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF
PORTSMOUTH,

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

The appellees claim that under the Public Statutes and amendments thereof they had authority to make the orders complained of. If you determine adversely to their claim they ask you to certify the law question thereby raised to the supreme court.

THE BOARD OF MAYOR AND ALDERMEN OF PORTSMOUTH,

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

The appellees claim that the fact that pole locations are wrong affords no ground for appeal and cannot be ground for changing or abrogating the orders of the board of mayor and aldermen.

THE BOARD OF MAYOR AND ALDERMEN,

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

If you decide the above question of law against the appellees they desire you to certify it to the supreme court for decision.

THE BOARD OF MAYOR AND ALDERMEN OF PORTSMOUTH,

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

If you find as fact that any of these locations are not asked for in good faith and intended to be built on then the board of mayor and aldermen had the power to make the orders appealed from.

THE BOARD OF MAYOR AND ALDERMEN,

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

If above question of law is decided adversely to the appellees, they request you to certify the question of law to the supreme court for its decision.

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

If you find that any of the locations are not sought in good faith, but with intention to keep others from building on them, then the appeal must be dismissed.

THE BOARD OF MAYOR AND ALDERMEN,

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

If you decide the question as to the above question of law against the appellees, then we ask you to certify the question to the supreme court.

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

The appellees request the board to dismiss the petition because it appears that the application for locations was not authorized

as matter of law and because the directors did not petition for them.

THE BOARD OF MAYOR AND ALDERMEN,

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

If the above question of law is determined adversely to the appellees they request you to certify it to the supreme court.

THE BOARD OF MAYOR AND ALDERMEN,

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

The appellees request the board to dismiss the petition because it appears that the Boston & Maine Railroad never authorized the application to the court or commissioners to determine the question as to whether or not the public good required the construction of the railroad.

THE BOARD OF MAYOR AND ALDERMEN,

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

If above question of law is decided adversely to appellees they ask you to certify the question of law to the supreme court.

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

In case of all the requests to certify questions of law to the supreme court, we desire you in case you determine any of the questions raised to be immaterial as matter of law, to certify the question of law raised by such ruling to the supreme court.

THE BOARD OF MAYOR AND ALDERMEN,

By their attorneys,
S. PETER EMERY,
SAMUEL W. EMERY.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,

Railroad Commissioners of New Hampshire.

OPINION OF THE COURT.

No. 48.

BOSTON & MAINE RAILROAD v. MAYOR AND ALDERMEN OF
PORTSMOUTH.

Certified case, from the board of railroad commissioners. On the 15th day of March, 1901, the supreme court granted the Boston & Maine Railroad Corporation a franchise or right to construct extensions and additions to its electric railroad in the city of Portsmouth, upon four routes which were duly set forth and described. On the 28th day of March, the railroad petitioned the mayor and aldermen of the city of Portsmouth for a location of the proposed tracks, poles, and other structures on said routes, which locations were voted by said board of mayor and aldermen, May 20, 1901, upon certain conditions, among which were the following:

1. That all of the extensions and additions authorized be completed on or before December 1, 1901.

2. That the work of construction be commenced at a point on Market street and prosecuted through Pleasant and Marcy streets to Newcastle avenue first; and then through South street to Lafayette road, then from the end of Frenchman's Lane to the Plains, then over the Plains through Middle road to South road, then through South road to Lafayette road; and that all except that upon the Plains route, so called, be completed before July 15, 1901.

3. That if all such extensions are not completed before December 1, 1901, the parts then laid shall be taken up and removed by the city of Portsmouth at the expense of the Boston & Maine Railroad.

Being aggrieved by said orders and conditions the railroad filed a petition of appeal to the board of railroad commissioners, specifically setting forth the orders and conditions imposed as above, as the ground of its appeal, and prayed that the same might be set aside. An order for a hearing on the petition was thereupon made, and an order of notice was issued and served, as ordered, upon the mayor and aldermen of Portsmouth. At the appointed time a hearing was had in the presence of representatives of both parties, and the board set aside the above orders and conditions of the mayor and aldermen and affirmed the locations and orders in other requests. Counsel for the board of mayor and aldermen requested that a statement of its legal positions be certified to the supreme court in substance as follows:

That the board of railroad commissioners has no jurisdiction; that said board can make no decree until the city of Portsmouth and all abutters have notice and are made parties; that the fact that pole locations are wrong affords no ground for appeal; that if any of these locations are not asked for in good faith and intended to be built upon, the appeal must be dismissed; that the appeal should be dismissed because the directors of the railroad did not petition for the locations, and because the railroad did not authorize the original application to court.

S. Peter Emery and Samuel W. Emery, for the defendants.

Page & Bartlett and John S. H. Frink, for the plaintiff.

Walker, J. Whatever power the board of railroad commissioners had to entertain the appeal from the orders of the board of mayor and aldermen locating the tracks of the proposed railway is conferred by legislative enactment. Before 1901 the railroad commissioners were not authorized to review, modify, or set aside the action of the local board in regard to the location of the tracks of street railways. The legislature had not only not provided in towns for the revision of the orders of the board of mayor and aldermen, but by the act of 1895 had enacted that such boards should "have exclusive and final jurisdiction to locate the tracks, side tracks, turnouts, and poles of said street railway." Laws of 1895, c. 27, s. 6. In section 5 the following language occurs: "All parts of street railways occupying any portion of a public highway or street shall be located thereon by the mayor and aldermen of cities or selectmen of towns in which said portions of highways or streets may be. The board of mayor and aldermen of the city or the selectmen of a town, after the determination, as herein provided, that the public good requires the building of the proposed railway on the proposed route, upon petition of the directors of such railway corporation for a location of its tracks on or over any public highway upon the lines of said route, shall give notice of publication to all parties interested of the time and place at which they will consider such petition for location in the public highways of said town or city; and after a public hearing of all persons interested they may make an order granting the same or any portion thereof, under such restrictions and upon such conditions as they may deem the interests of the public require; and the location thus granted shall be deemed to be the true location of the tracks of the railway." While both of these sections purport to grant authority to the local board to determine the location of the tracks of street railways, it is apparent that section 6 did not authorize the doing of anything essentially different from what was authorized by

section 5. In both, power was plainly granted to locate the tracks of street railways. But it was not intended by section 5 to grant a power, the exercise of which might or might not be final, and to confer in section 6 upon the same tribunal "exclusive and final jurisdiction" to do the same thing. An option was not given the selectmen to proceed under one section or the other dependent upon their desire as to the conclusiveness of their action. The ordinary consistency of legislation precludes such a construction and is evidence that the legislature did not intend such a result.

The general purpose of legislation embodied in these two sections is not obscure. It was to make the selectmen of towns and the boards of mayor and aldermen in cities final tribunals to determine the location of the tracks of proposed street railways, whose general routes had been granted by judicial decrees, and to prescribe such reasonable rules and regulations as to the construction and operation of the railways as the local needs and convenience in the use of the highways might require. The purpose was to prevent prolonged litigation and unnecessary delays. Whether in case of unreasonable, absurd, or captious conditions and limitations imposed by the local board, upon the laying out of railway tracks under these statutory provisions alone, the aggrieved party might not, in some form of proceeding, obtain relief, it is unnecessary to inquire. It is sufficient for the present decision that sections 5 and 6 must be read together, and that when they are so considered the legislative purpose is as plain as it would have been if section 6 had been omitted and the substance of it had been embodied in section 5 as a qualification of the powers there granted.

The jurisdiction of the board of railroad commissioners, as an appellate tribunal, depends entirely upon "An act in amendment of section 6, chapter 27 of the Laws of 1895, relating to street railways," approved March 20, 1901. Said section 6 is amended by section 1 of the new act, so that the portion of it quoted above now reads as follows: "The board of mayor and aldermen of cities and selectmen of towns shall within their respective cities and towns have jurisdiction to locate the tracks, side tracks, turnouts, and poles of said street railway." The policy of making the orders of the local board final was, therefore, reversed by the last legislature; and an appeal was provided for in section 2 of the new act, which is as follows:

"Any party aggrieved by any location or order of the board of mayor and aldermen or selectmen may appeal to the board of railroad commissioners within fifteen days after said hearing, or

the issuing of said order, and shall be entitled to a speedy hearing upon his said appeal upon such notice to said board of mayor and aldermen or selectmen, and other parties interested, as said commissioners may order. The decree of the railroad commissioners affirming or setting aside such location or order shall be final upon all questions of fact. At the request of any party to the proceedings, any question of law involved in the determination of such appeal shall be certified to the law term of the supreme court for decision."

The right to appeal to the commissioners is thus given to "any party aggrieved by any location or order" of the local board. From the language used it would not seem to be material whether the location or order appealed from was made under section 5 of the act of 1895 or under section 6 of that act as amended by the act of 1901, for two reasons: (1) Because the language is broad enough to refer to both sections, and (2) because if it is as a matter of verbal construction made to apply to section 6 alone, the logical and necessary legal effect of it must be to afford an appeal from any location or order made under section 5. In other words, there is no substantial difference in the power conferred in these two sections,—and especially is this so since the amendment of section 6 as above indicated,—and it would be absurd to suppose that the legislature intended to give an appeal from a location made by selectmen under section 6 and to deny an appeal from the same location made by the same tribunal under section 5. There is little, if any, evidence that the legislature had such a purpose.

The legislature has, however, furnished direct evidence that the appeal provided for applies to proceedings under section 5 as well as under section 6. Section 2 of the new act provides for an appeal "within fifteen days after said hearing." But nothing is said in section 6 about a "hearing." Section 5 provided for notice and a hearing, and it is apparent that reference was made directly to the latter section, and that the language of section 2 of the new act was intended to apply to both of the sections of the original act, as it would have applied if the entire language of both of those sections had been included in a single section called section 6.

Nor does the title of the new act, which purports to be "in amendment of section 6, chapter 27 of the Laws of 1895," furnish evidence that the act was not intended to have other and additional effect. While it did amend section 6, it also gave an additional remedy by appeal to "any party aggrieved by any location or order to the board of mayor and aldermen or selectmen" in

reference to the laying out of tracks of street railways. *Piscataqua Bridge v. N. H. Bridge*, 7 N. H. 35, 57. To adopt the construction suggested would be to effectually defeat the general purpose of the legislature and practically to deny an appeal to the commissioners from a location ordered by a local board. It would in effect be a finding that the legislature of 1901 did not intend to establish an additional practicable remedy by appeal in such cases.

As the commissioners had jurisdiction, their decree setting aside the conditions and limitations attached to the order of the board of mayor and aldermen locating the tracks, is "final upon all questions of fact" (Act of 1901, *supra*, s. 2), one of which was whether "the interests of the public" (Laws of 1895, c. 27, s. 5) require such conditions and limitations. If they were not calculated to promote and protect the interests of the public, but were imposed for some ulterior and captious purpose, the order of the commissioners setting them aside was fully authorized, and the rightfulness of their finding cannot be reviewed here.

It is claimed that the decree or order of the commissioners is unauthorized on account of some defect in or want of notice to the city of Portsmouth and the abutters, and because they are necessary parties to this proceeding. The second section of the act of 1901 provides for "a speedy hearing upon said appeal upon such notice to said board of mayor and aldermen or selectmen, and other parties interested, as said commissioners may order." It appears that notice was issued and served upon the mayor and aldermen, who officially represent the city of Portsmouth, and that they are parties to the proceeding. Nothing but the most technical reason could be assigned in support of this objection. Its want of any substantial merit is apparent. Nor can the defendants raise the further objection that other interested parties were not notified. *State v. Richmond*, 26 N. H. 232, 244, 245; *Pierce v. Portsmouth*, 58 N. H. 311; *State v. Moore*, 69 N. H. 120, 121.

If it was legally competent for the commissioners to pass upon the question of the good faith of the railroad in its petition to the board of mayor and aldermen, a point which we do not decide, it was a question that could not be determined adversely to the plaintiff without evidence tending to prove bad faith. There is no presumption that parties appear in judicial proceedings in bad faith. As we understand the certified case this question was answered by the commissioners in favor of the plaintiff.

The objections that the application for the locations was not authorized by the directors of the railroad, and that the original petition to the court was unauthorized, cannot be raised for the

first time at this stage of the proceedings. The board of mayor and aldermen having entertained the plaintiff's petition and located the routes prayed for cannot now object that there was no party plaintiff before it. The board has waived any right it may have had to take that position.

As the certified case presents no errors of law the orders of the commissioners are valid and binding.

Case discharged.

PRIVATE CROSSING IN LACONIA.

LACONIA, N. H., February 21, 1901.

To the Board of Railroad Commissioners for the State of New Hampshire:

GENTLEMEN,—The undersigned respectfully represents that he is the owner of a tract of land in the city of Laconia, situated about one and one half miles above Lakeport, which is divided by the Boston & Maine Railroad, and that in the prosecution of his business and use of his land he has need of a temporary private crossing over said railroad, so that his logs can be taken from one part of said land across another part of the same land on to the ice, and so floated down to his mill at Lakeport. Therefore he prays that you will examine said location and issue such orders in regard to it as it seems to you just.

Respectfully,

ADDISON G. COOK.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 2, 1901.

In the matter of the petition of Addison G. Cook, asking that the Boston & Maine Railroad be required to furnish him with a temporary crossing across its tracks in the northerly part of Lakeport, in the city of Laconia, upon the Folsom farm, in order that he may take certain timber over said tracks to the lake:

A hearing having been held at Lakeport February 28, 1901, it is voted and ordered that said Boston & Maine Railroad furnish such crossing and keep the same in repair for the use of said Cook, subject to reasonable rules and regulations, until May 1, 1901.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
JOSIAH G. BELLOWS,
Railroad Commissioners.

HAM'S CROSSING IN SOMERSWORTH.

To the Honorable Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents the Boston & Maine Railroad, a corporation duly existing under the laws of said state, that on the 17th day of December, A. D. 1900, a petition was presented to your honorable board requesting authority to change the location of a private way known as "Ham's Crossing," leading in a westerly direction from the dwelling-house of Clement Ham in the city of Somersworth, county of Strafford, and state aforesaid, at grade, across the tracks of your petitioner to Main street in said Somersworth; that on the 26th day of January, A. D. 1901, a hearing was had on said petition, and on the 29th day of January, A. D. 1901, an order was issued by your board authorizing said railroad to change the location of said private way in accordance with said petition, as appears by petition to and report of said board of railroad commissioners duly made and filed; that no damages have been assessed or awarded for the changing of the location of said private way.

Wherefore the said Boston & Maine Railroad prays that the damages occasioned by said change may be assessed and awarded to the said Clement Ham agreeably to the statutes in such cases made and provided.

BOSTON & MAINE RAILROAD,

By its attorney,
JAMES A. EDGERLY.

FEBRUARY 23, 1901.

MANCHESTER, N. H., March 7, 1901.

William S. Pierce, Somersworth, N. H.:

DEAR SIR,—The Boston & Maine Railroad has filed with this board a petition asking an appraisal of damage caused to Clement Ham by the taking of his land for a private way in order to avoid a crossing.

After a careful examination of the law we are of the opinion that a railroad can acquire land for a private way only by purchase, and even if this were not so the railroad in this case has not complied with the preliminary requirements in cases of condemnation under the right of eminent domain.

It is therefore not within our authority to assess damages to Mr. Ham and the petition is dismissed for want of jurisdiction.

Our finding was that the crossings upon Mr. Ham's private way were unnecessary and should be abolished, though in making it we followed to some extent the terms of the petition which was for a change of way.

If this abolition causes damage to your client it may be that he can recover in a suit at law, but we are satisfied we have no power to award it.

Yours truly,
HENRY M. PUTNEY,
Chairman N. H. Railroad Commission.

GRADE CROSSING IN ROCHESTER.

To the Honorable Railroad Commissioners of the State of New Hampshire:

Respectfully represent the undersigned, directors of the Rochester Street Railroad Company, a corporation duly existing under the laws of said state, that by its charter it is authorized to construct a street railway upon any street or road in the city of Rochester; that the said city, by vote of its city council, has laid out the route of said railroad over and upon Railroad avenue, so called, leading from the Back road to Gonic Village, and over and upon the main road leading from said Gonic to Rochester Village; that your petitioners have commenced the construction of its road, and that the public necessity requires that it shall lay its tracks on said Railroad avenue across the tracks of the Boston & Maine Railroad at grade at a point southeasterly from the Gonic station, so called; also that it shall lay its tracks on said main road at grade across the tracks of the Worcester & Nashua Railroad, a leased line of the Boston & Maine Railroad, at a point northerly of the West Rochester station.

Wherefore, your petitioners respectfully request the consent in writing of your honorable board to lay its tracks across the tracks of said steam railroad at said points, as provided by the statutes of said state, and have to request that you appoint a time and place for hearing and notify all parties interested of the time and place where they may be heard.

WALLACE D. LOVELL,
EDMUND L. PRIDE,
ALBERT E. McREEL,
Directors Rochester Street Railroad Co.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 20, 1901.

The board having considered the foregoing petition of the Rochester Street Railroad Company, requesting consent of the board in writing to lay its tracks across the tracks of the Boston

& Maine Railroad and the Worcester & Nashua Railroad, at grade, hereby gives its consent to the following crossings upon the following conditions:

The Rochester Street Railroad Company may lay its tracks on Railroad avenue, so called, in said Rochester, leading from the Back road to Gonic Village in said city, across the main and side track of the Boston & Maine Railroad, at grade, at a point southeasterly from the Gonic station; and also may lay its tracks on the main road leading from Gonic Village to Rochester Village, so called, in said Rochester, across the main track of the Worcester & Nashua Railroad, a leased line of the Boston & Maine Railroad, at a point northerly of the West Rochester station.

The wires over said crossing shall be placed and kept at least twenty-two feet above the top of the rails of said railroad tracks. No poles shall be placed between the tracks of said Boston & Maine Railroad.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
JOSIAH G. BELLOWES,

Railroad Commissioners of New Hampshire.

GRADE CROSSING IN MANCHESTER.

To the Honorable Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents the Manchester Street Railway of Manchester, New Hampshire, that it has applied to and obtained from the board of mayor and aldermen of the city of Manchester a location for an additional line of tracks, gauge to be 4 feet 8½ inches, and the north rail thereof to be 4 feet south of the south rail of its track as now constructed, on that portion of Granite street in said Manchester north of the union passenger station of the Boston & Maine Railroad; that in laying said track and operating its road it is necessary to cross over the tracks now operated by said Boston & Maine Railroad, which crosses said Granite street at that point.

It therefore respectfully requests the consent of your honorable board, in writing, to its crossing the tracks of said railroad, as aforesaid, at grade, and that you make such orders, rules, and regulations for the protection of all persons from injury at said crossing as you may deem necessary.

MANCHESTER STREET RAILWAY,

By J. BRODIE SMITH,
General Manager.

MARCH 7, 1901.

STATE OF NEW HAMPSHIRE.
IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 12, 1901.

Upon the petition of the Manchester Street Railway, the consent of the board is hereby given to a reconstruction of the grade crossing of said railway and the Boston & Maine Railroad upon Granite street, near Canal street, in Manchester, so as to include a second street-car track; such crossing, when reconstructed, to be subject to all existing orders, rules, and regulations for protection and the cost of the same as are now in existence as to the present one.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
JOSIAH G. BELLOWES,
Railroad Commissioners of New Hampshire.

CONCORD & MONTREAL STREET RAILWAY EXTENSION—
CONCORD TO NASHUA.

MERRIMACK, SS.

To the Supreme Court:

The Concord & Montreal Railroad, a corporation duly established under the laws of the state of New Hampshire, and having its principal office at Concord in said county, respectfully represents that the public good requires that it build an extension and branch or branches to its steam railroad, to be operated by electricity as the motive power, with single or double track as may be found necessary, and with suitable side tracks, spurs, and turn-outs, to be of standard gauge throughout, to wit, of a distance between the rails of four feet eight and one half inches, as follows:

Beginning at the intersection of Main and Pleasant streets in Concord; thence southerly through South Main, Water, and Hall streets to a point in said Hall street near the line between the city of Concord and the town of Bow; thence southerly to a point on the Suncook branch of the Concord & Montreal Railroad, near the station of Bow Junction; from the last named point use to be made of the rails and location of said Suncook branch of the Concord & Montreal Railroad, southerly to the intersection of said Suncook branch with the road leading from Pembroke street to Robinson's Ferry; thence by said road to Pembroke street; thence southerly by said Pembroke street to its intersection with

Main street in Suncook Village; thence southerly by said Main street and by the River road leading to Hooksett to its intersection with the Londonderry turnpike in Hooksett Village; thence southerly by said Londonderry turnpike, Mammoth road, and Hooksett road to the intersection of said Hooksett road with Webster street in the city of Manchester; thence westerly by said Webster street to Chestnut street; thence southerly by said Chestnut street to Cedar street; thence easterly by said Cedar street to Union street; thence northerly by Union street to Webster street, forming the loop in the city of Manchester.

Also a branch in said city, commencing at the intersection of Chestnut and Cedar streets; thence westerly along said Cedar street to Canal street, continuing from the intersection of Union and Cedar streets easterly by said Cedar street to Beech street; thence southerly by said Beech street to its intersection with Brown avenue or the River road; thence southerly by the River road to Goffe's Falls; thence southerly by the River road through the city of Manchester and the town of Londonderry to the town of Litchfield; thence southerly by the River road through the towns of Litchfield and Hudson to the intersection of said River road with Main street in said town of Hudson; thence westerly on said Main street to Lowell street in said Hudson, with the right to connect with the track of the Nashua Street Railway.

The foregoing route is particularly shown by a plan hereto annexed, marked "Plan of Proposed Extension and Branch of Concord & Montreal Railroad, annexed to Petition filed in the Supreme Court, Merrimack County, September, 1900."

And said extension and branch or branches are to be built in a first-class manner and equipped with all modern appliances, and to be operated by electricity as the motive power. The cost of such extension and branch or branches is estimated to be \$600,000.

Wherefore, said Concord & Montreal Railroad prays that the question whether the public good requires the building of such extension and branch or branches may be determined, and if it is determined that the public good does so require, that it may be also determined whether the public good requires that they shall be built upon the routes proposed, and if not, that the routes upon which the public good requires that the same shall be built may be determined, and for such further order and relief as may be just.

CONCORD & MONTREAL RAILROAD,

By BENJAMIN A. KIMBALL,

President.

FRANK S. STREETER,

JOHN M. MITCHELL,

Attorneys for the Petitioner.

STATE OF NEW HAMPSHIRE.

MERRIMACK, SS.

The foregoing petition of the Concord & Montreal Railroad having been filed in the office of the clerk of the supreme court for said county, on the 24th day of September, 1900, this petition is made returnable at the law term of the supreme court to be holden at Concord, in the county of Merrimack, on Tuesday, the 4th day of December, 1900, and the petitioner is ordered to give notice thereof by publishing said petition and this order of notice thereon, but not the plan annexed, in the Concord "Monitor" and "People and Patriot," newspapers published at said Concord, also in the Manchester "Union" and Manchester "Mirror," newspapers published at Manchester, also in the Nashua "Press," a newspaper published at Nashua in the state of New Hampshire, three weeks successively.

I. N. BLODGETT,

Chief Justice of the Supreme Court.

Dated OCTOBER, 1900.

STATE OF NEW HAMPSHIRE.

COUNTY OF MERRIMACK, SS.

I, Frank S. Streeter, counsel for the Concord & Montreal Railroad, do hereby certify that I caused the foregoing petition and order of notice thereon to be published in the Concord "Monitor" and the "People and Patriot," newspapers published at Concord, New Hampshire, also in the Manchester "Union" and Manchester "Mirror," newspapers published at Manchester, New Hampshire, also in the Nashua "Press," a newspaper published at Nashua, New Hampshire, three weeks successively, viz., in each of said papers November 1, November 8, and November 15, 1900, all in accordance with the foregoing order of notice.

FRANK S. STREETER.

Subscribed and sworn to this 4th day of December, A. D. 1900.
Before me,

ALLEN HOLLIS,

Justice of the Peace.

SUPREME COURT.

MERRIMACK, SS.

DECEMBER TERM, 1900.

At the December law term, 1900, of said supreme court it was ordered that the petition of which the foregoing is a true copy be referred to the railroad commissioners.

A. J. SHURTLEFF,

Clerk.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 13, 1901.

To the Supreme Court:

The board of railroad commissioners, to whom was referred the annexed petition of the Concord & Montreal Railroad, having caused due notice to be given of the time and place of hearing of said petition, as appears by the order of notice and certificates of service herewith returned, met the petitioner by its officers and counsel, and also many interested citizens, and counsel for other interests which might be affected through said petition, at the office of this board in said Concord on the 1st day of March, 1901, at 11 o'clock, forenoon, as designated in said order of notice, and proceeded with said hearing; and further hearings upon said petition being requested, this board continued said hearing to 8.30 o'clock, forenoon, of March 6, instant, at the office of Henry M. Putney in said Manchester, and then and there proceeded with said hearing; and from thence further continued said hearing to 9 o'clock, forenoon, of March 7, instant, at Andrew's Hall in said Hudson; and from thence made further continuance to this day at 10 o'clock, forenoon, at the office of this board in said Concord, when and where said hearing was completed, and the petitioner having withdrawn so much of said petition as related to a route in said Manchester between a point 181 feet south of the house of Edwin Carpenter, near the Hooksett line, and a point opposite the Brick schoolhouse in Goffe's Falls, and the board having heard and considered all the evidence and allegations of all parties and persons appearing and desiring to be heard, the board of railroad commissioners finds that the public good requires the building of so much of said extension and branches prayed for in said petition as is hereinafter described, and upon the route which this board herein specifically sets forth, as follows, to wit:

Commencing at the intersection of Main and Pleasant streets in Concord; thence southerly through South Main street to Water street; thence southerly through said Water street to Hall street; thence southerly by said Hall street to the Suncook branch of the Concord & Montreal Railroad; thence southerly on the location and across the bridge of said Suncook branch over Merrimack river to an iron pin set in the ground in the center of the track of said branch, 340.3 feet southerly from the center of said bridge over Merrimack river; thence southeasterly to a point opposite an iron pin set in the ground on Pembroke street near

the junction with said Garvin's Falls road; thence southerly by said Pembroke street to Main street in Suncook Village; thence southerly by said Main street to the River road leading to Hooksett; thence southerly by said River road to the Londonderry turnpike in Hooksett Village; thence southerly by said Londonderry turnpike to Mammoth road; thence southerly by said Mammoth road to the Hooksett road; thence southerly by said Hooksett road to a point opposite an iron pin set in the ground at the foot of a pole of the Postal Telegraph & Cable Company on said Hooksett road in the city of Manchester. Said pole is marked $\frac{0}{1315}$, and is located 181 feet south of a dwelling-house owned by Edwin Carpenter.

Commencing opposite an iron pin set in the ground on the River road leading from Manchester to Litchfield, opposite the Brick schoolhouse at Goffe's Falls, and at the foot of a pole of the Postal Telegraph & Cable Company marked $\frac{0}{1315}$; thence southerly by said River road through the city of Manchester and the towns of Londonderry, Litchfield, and Hudson to the Old Derry road opposite the dwelling of J. K. Wheeler in said Hudson; thence easterly and southerly by said Old Derry road to Main street; thence by said Main street to its intersection with Lowell street in said Hudson, with the right to connect with the track of the Nashua Street Railway.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
JOSIAH G. BELLOWS,

Railroad Commissioners of New Hampshire.

NASHUA STREET RAILWAY BONDS.

To the Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents the Nashua Street Railway, a corporation located at Nashua in said state, that its property, franchises, and rights are mortgaged to secure its bonds for one hundred and fifty thousand dollars, which bonds are redeemable at its option after the 1st day of April, 1901. Said petitioner desires permission, and proposes, if the same is by your board granted, to call in and redeem said bonds and issue other bonds secured by a similar mortgage, and thereby obtain a lower rate of interest. Wherefore the said Nashua Street Railway requests a hearing by your honorable board, and that you approve the issue of one hundred and fifty thousand dollars of new bonds as reasonably

requisite for said purpose of redemption, and that you make an order granting permission to your petitioners so to do.

JOHN A. FISHER,
P. F. SULLIVAN,
JOHN P. GOGGIN,
J. H. GOODSPEED,
F. C. ANDERSON,

Directors Nashua Street Railway, Nashua, N. H.

Dated at Nashua, N. H., April 2, 1901.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 10, 1901.

In the matter of the petition of the Nashua Street Railway asking the board to authorize the issue of bonds of the par value of one hundred and fifty thousand dollars, for the purpose of refunding its bonded indebtedness, a hearing was held at the office of the board in Concord, Wednesday, April 10, 1901, and it having been shown that the object of the petitioners is to replace its outstanding bonds with those bearing a less rate of interest, thereby effecting a considerable saving in its interest account, it is voted and ordered that said Nashua Street Railway be authorized to issue new bonds to the amount of one hundred and fifty thousand dollars upon condition that such bonds shall be used only to retire those now outstanding of the same amount.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
JOSIAH G. BELLOWS,

Railroad Commissioners of New Hampshire.

DOVER, SOMERSWORTH & ROCHESTER RAILWAY STOCK
AND BONDS.

*To the Honorable Board of Railroad Commissioners for the State of
New Hampshire:*

The Dover, Somersworth & Rochester Street Railway Company, a corporation duly incorporated by an act of the legislature of said state approved March, 1901, respectfully represents that it was authorized by said act to acquire by contract all of the property, assets, and franchises of the Rochester Street Railroad Company, a corporation duly chartered by an act of the legislature approved July 17, 1889, and all of the property, assets, and

franchises of the Union Electric Railway, a corporation originally chartered under the name of the Union Street Railroad Company by an act of the legislature approved August 9, 1889, and subsequently reorganized under the name of the Union Electric Railway under provisions of an act of the legislature of said state approved March 21, 1895, as appears from the record in the office of the secretary of the state of New Hampshire, filed February 19, 1897; that by said act, approved March, 1901, said Rochester Street Railroad Company and said Union Electric Railway were each authorized and empowered to transfer and convey by contract all of the property, assets, and franchises of each of said corporations to said Dover, Somersworth & Rochester Street Railway Company upon such terms as may be agreed upon by said corporations.

It is further provided by said act that the capital stock of the Dover, Somersworth & Rochester Street Railway Company should not exceed the sum of \$300,000, to be divided into shares of \$100 each, and that said capital stock should be issued to such amount as may be approved by the board of railroad commissioners, subject to and in accordance with the provisions of section 17, chapter 27 of the Laws of 1895, and all amendments thereto; and that said corporation might from time to time issue coupon or registered bonds to provide means for construction and equipment, and for funding so much of the floating debt as may have been incurred for construction or for the purchase of such real or personal estate as may have been necessary or convenient for the operation of its road or plant, or for the purpose of refunding its funded debt or that of either of the companies authorized to be united under said act, or renewing or retiring the funded debt of either of said companies to be united under this act, or to provide means for building and equipping branches, extensions, or additions to such amount or upon such terms as may be approved by the board of railroad commissioners, and subject to and in accordance with the provisions of section 17, chapter 27 of the Laws of 1895, and all amendments thereto;

That the title of said act and the purpose thereof was to unite the Rochester Street Railroad Company and the Union Electric Railway into one corporation, to be known as the Dover, Somersworth & Rochester Street Railway Company;

That on the 25th day of April, 1901, said Dover, Somersworth & Rochester Street Railway Company, at a meeting of the members of said corporation duly and legally held, passed the following votes:

"That the amount of the capital stock of this corporation be

fixed at \$300,000, to be divided into shares of \$100 each, subject to the approval of the board of railroad commissioners as to the whole or any portion of such issue.

"That this corporation acquire by contract all of the property, assets, and franchises of the Union Electric Railway and the Rochester Street Railroad Company, paying therefor as many shares of the capital stock of this corporation at par as may be authorized by the board of railroad commissioners for such purpose; and this corporation is authorized to assume and pay the present indebtedness of the said Union Electric Railway and of the Rochester Street Railroad Company, including the expense of winding up the business and dissolving said corporations, which indebtedness shall include all bonds heretofore issued by either of the aforesaid corporations; and the president and treasurer of this corporation be and they hereby are authorized to make and execute all contracts or agreements and to do all necessary things to carry into effect the foregoing vote, and they are authorized to issue to the respective stockholders in the aforesaid corporations a certificate or certificates of shares, including fractional scrip, if necessary, of the capital stock of this corporation, so that each stockholder shall receive such proportional part of the amount paid for the property of said corporation as the stock held by him in such corporation bears to the total amount of the capital stock of such corporation.

"Said president and treasurer are also authorized and instructed to use such portion of the bonds or proceeds thereof as may be issued by this corporation, with the approval of the railroad commissioners, as may be necessary to take up and retire the bonds heretofore issued and now outstanding of the Union Electric Railway, and procure a discharge of the mortgage securing the same, and to do any acts necessary or proper in connection therewith, and to pay out of said bonds or the proceeds thereof all floating indebtedness of said Union Electric Railway and of said Rochester Street Railroad Company that may be existing at the date of the transfer of the property of said corporations, and for the constructing and for the building and equipping of all uncompleted lines, extensions, and additions of said Union Electric Railway and said Rochester Street Railroad Company which are or shall be authorized by said cities of Dover, Somersworth, and Rochester by layouts on petitions granted or now pending before the mayor and aldermen of said cities, including the purchase of lands, rights of way, and all of the other expenses incidental thereto.

"That the president and treasurer be and they hereby are

authorized to execute and issue in the name of and in behalf of this corporation the first mortgage bonds of this corporation to the amount of \$300,000 in the aggregate, each bearing date the 1st day of July, 1901, and payable on the first day of July, 1921, in gold coin of the United States of the present standard of weight and fineness, each for the sum of \$1,000, and numbered consecutively from one to three hundred inclusive, each bearing interest at the rate of 5 per cent per annum, payable semi-annually on the 1st day of January and 1st day of July of each year, in like gold coin, upon presentation of the coupons therefor attached to said bonds, as they severally become due, at the office of the American Loan & Trust Company of Boston, Massachusetts, both principal and interest payable to bearer, or the principal, in case of registration, to the registered holder thereof. And the president and treasurer are hereby authorized to use the said bonds or the proceeds thereof for such purposes as shall be approved by the board of railroad commissioners."

That at a meeting of the directors of said Dover, Somersworth & Rochester Street Railway Company duly and legally held on the 25th day of April, 1901, the votes passed by said stockholders were adopted and approved.

Wherefore, said Dover, Somersworth & Rochester Street Railway Company respectfully asks for a hearing upon the question of issuing the capital stock and bonds by said corporation to the amounts and in the manner set forth and specified in the foregoing votes, and that your honorable board may approve the issue thereof for the purposes aforesaid.

DOVER, SOMERSWORTH & ROCHESTER STREET RAILWAY
COMPANY,

By its counsel,
LESLIE P. SNOW.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 24, 1901.

In the matter of the petition of the Dover, Somersworth & Rochester Street Railway Company asking the consent of the board to the issue by said corporation of capital stock to the amount of three hundred thousand dollars, and of first mortgage bonds bearing 5 per cent interest to the amount of three hundred thousand dollars, for the purpose authorized in its charter and set forth in its petition, due notice having been given, a hearing was had at the office of H. M. Putney in Manchester at 11 o'clock

A. M., Friday, May 24, 1901, at which hearing the petitioning corporation was represented by its president and counsel and no one appeared in opposition.

From the evidence submitted it appeared that said corporation has been duly authorized to acquire all the property, assets, and franchises of the Union Electric Company and of the Rochester Street Railway Company; that it has availed itself of these privileges by taking over the Union Electric Company and the Rochester Street Railway Company and assuming their debts, and is proceeding with the construction of a road from Rochester to a junction with the Union Electric Railway and several branches and loops; that the value of the tangible property of said Union Electric Company so acquired and the cost of the new construction and equipment proposed is as follows, according to the valuation and estimates of Gilbert Hodges, civil engineer, which are annexed hereto and made a part of this order:

Value of Union Electric property . . .	\$203,601.17
Cost of building and equipping Rochester	
Railway	248,624.07
Cost of proposed additions	128,698.22
Total	<u>\$580,923.46</u>

It appeared further that by an act of the legislature of 1901 it is made the duty of the commission, in determining the amount of stock and bonds which may be issued in case of the authorized consolidation of two or more railway companies, to consider the value of the franchises of said companies, and that the representatives of the petitioning corporation have actually paid for the franchise of the Union Electric Company the sum of \$25,000, which is assumed to be its value.

It is therefore deemed and voted by the board that the sum of \$600,000 is reasonably requisite to enable the Dover, Somersworth & Rochester Railway Company to execute its proper purposes, as authorized by the legislature and set forth in its petition.

And it is ordered that the board approve the issue by said railway company under the provisions of law regulating the same of \$300,000 of capital stock in shares of \$100 each, and \$300,000 of first mortgage bonds in denominations of \$1,000 each, for the purposes aforesaid and upon the following conditions:

To pay for the property and franchise of the Union Electric Company:

In stock	\$113,000.00
In bonds	112,000.00
	<u>\$225,000.00</u>

To build and equip the Rochester Railway:

In stock	.	.	.	.	.	.	.	.	\$125,000.00
In bonds	.	.	.	.	.	.	.	.	123,000.00
									<hr/>
									\$248,000.00
To pay cost of extensions and additions:									
In stock	.	.	.	.	.	.	.	.	\$62,000.00
In bonds	.	.	.	.	.	.	.	.	65,000.00
									<hr/>
									\$127,000.00

It is, however, made a condition of this consent and approval to the issue of the stock and bonds aforesaid that no more of said stock or bonds be issued than is sufficient at par value to pay the actual expense incurred for the several purposes for which the issue is authorized, and that said railway shall open and keep books of account which will at all times exactly, clearly, and specifically show what amounts have been issued for the several purposes above named.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
JOSIAH G. BELLOWES,
Railroad Commissioners.

BERLIN STREET RAILWAY STOCK AND BONDS.

To the Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents the Berlin Street Railway Company, a corporation located at and doing business in Berlin and in Gorham in the state of New Hampshire, that by the consideration of the supreme court of said state it has been empowered to locate, construct, maintain, and operate a railroad from a point on Main street in said Berlin opposite the pumping station of the Berlin Water Company, thence southerly to an iron pin driven into a highway at a point directly opposite the center of the gateway entrance to the Gerrish farm, so called, in said Gorham, now owned by the Berlin Heights Addition; and that it has been empowered to locate, construct, maintain, and operate an extension to said above described railway, viz., from said iron pin opposite said gateway entrance to said Gerrish farm westerly and southerly to an iron pin driven into the ground at a point where the center line of the highway leading from Berlin to Gorham is intersected by the center line of Exchange street in said Gorham near the public water fountain; and that the cost of equipping

said extension to said railroad will amount to the sum of one hundred and five thousand (105,000) dollars; that it desires to issue for the purposes aforesaid its capital stock to the amount of fifty-five thousand (55,000) dollars, and bonds secured by mortgage on its property above described and its franchises to the amount of fifty thousand (50,000) dollars.

Wherefore it prays for an investigation by your board as provided by law, that it be authorized to issue the stock and bonds above specified.

BERLIN STREET RAILWAY,

By C. P. DAY,

President.

DAVID J. DALEY,

C. P. DAY,

Directors.

Voted on motion of D. J. Daley, seconded by J. F. Libby, that the corporation issue fifty thousand dollars of first mortgage five per cent bonds in denominations of five hundred or one thousand dollars each, as shall be determined by the directors, and fifty thousand dollars of its capital stock for the purpose of building the extension to Gorham Village, in accordance with leave granted by the supreme court at the adjourned term of March, 1901.

A true copy of the record. Attest:

DANIEL J. DALEY,

Clerk.

MAY 22, 1901.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 29, 1901.

In the matter of the petition of the Berlin Street Railway Company, a corporation duly established by law, asking the consent of the board to an issue of capital stock to the amount of \$55,000 and of mortgage bonds to the amount of \$50,000 for the purpose of constructing and equipping an extension of a street railway from a point near the Gerrish farm in Gorham to a point near the watering-trough in Gorham Village, upon the route described in its petition, due and sufficient notice having been given, a hearing was had at the office of the board in Concord on the 21st day of May, 1901, at 11 o'clock in the forenoon, at which hearing the petitioning corporation was represented by its counsel and no one appeared in opposition. It appeared to the board from all

the testimony submitted and from other evidence that the proposed railway extension as described in the petition and the surveys and estimates of C. W. Fenn, civil engineer, which are annexed hereto and made a part of this order, can be constructed and equipped for the sum of eighty thousand dollars.

It is therefore voted and ordered that the board consent to the issue by said Berlin Electric Railway of capital stock to the amount of forty thousand dollars (\$40,000) in shares of a par value of \$100 each and of five per cent mortgage bonds to the amount of forty thousand dollars (\$40,000) in denominations of \$1,000 each, under the provisions of law regulating the same; these issues to be in addition to those of \$70,000 in stock and \$65,000 in bonds authorized by the board by its order dated January 29, 1900, for the construction and equipment of the Berlin Street Railway in the city of Berlin and to the Gerrish farm in Gorham, making in all \$110,000 in stock and \$105,000 in bonds for the construction and equipment of the entire road in the city of Berlin and the town of Gorham as proposed and described by the petitioners.

It is, however, made a condition of this consent and approval to the issue of the stock and bonds aforesaid that no more of said stock or bonds be issued than is sufficient at par value to pay the actual expense incurred for the several purposes for which the issue is authorized, and that said railway shall open and keep books of account which will at all times exactly, clearly, and specifically show what amounts have been issued for the several purposes above named.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
JOSIAH G. BELLOWS,

Railroad Commissioners of New Hampshire.

GRADE CROSSINGS IN BERLIN.

To the Honorable Board of Railroad Commissioners for the State of New Hampshire:

The Grand Trunk Railway Company of Canada, lessee of the Atlantic & St. Lawrence Railway, respectfully represents that it is informed that at a meeting of the city council of the city of Berlin, county of Coös, state of New Hampshire, held in August, 1899, a vote was passed ordering the Grand Trunk Railway Company of Canada to erect and maintain gates crossing Mount Forist street by the side of said railroad; that on the 5th day of September, 1899, it received from the city clerk of the said city of Berlin a notice of which the following is a true copy:

"BERLIN, N. H., August 29, 1899.

"To the Grand Trunk Railway of Canada:

"You are hereby notified that at a meeting of the city council of the city of Berlin, held on the first day of August, 1899, the following vote was taken:

"*Voted*, on motion of Councilman Clarke, seconded by Councilman Johnson, that whereas the safety of the public demands that gates be erected and maintained on Mount Forist street in the city of Berlin, Coös county, and state of New Hampshire, where the Grand Trunk Railway Company's tracks cross Mount Forist street, that the said railway company be required to erect and maintain gates across said Mount Forist street by the sides of said railroad; and that the city clerk cause legal notice to be served upon said railroad of this vote taken by said city of Berlin."

"You will take due notice thereof and govern yourselves accordingly.

"WM. W. BURLINGAME,

"City Clerk."

Your petitioner further represents that said request and vote are unreasonable, as it believes, and that the public good does not require the change proposed or any other change to be made at said crossing, and therefore applies to your honorable board for examination of said crossing and a decision of the question whether the public good requires the change proposed or any other change to be made, and prays that after notice and hearing, and after examination of said crossing, your honorable board will make such order in respect thereto as it may adjudge the public good requires, and will grant such further relief as may be just.

Dated on the 29th day of October, A. D. 1899.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA,

By C. A. HIGHT.

Solicitor.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 6, 1901.

In the matter of the appeal of the Grand Trunk Railroad from a vote of the city council of Berlin, passed August 29, 1899, requiring said railroad to erect and maintain gates at the Mount Forist street crossing in said Berlin. several hearings and an inspection of said crossing have been had. At these hearings it appeared that the railroad has planned and proposes to make extensive

alterations of its tracks and station arrangements at and in the vicinity of said crossing, which changes, if made, will greatly improve the situation there and be satisfactory to the city, but as there has been and may be delay in their execution of these plans, it is voted and ordered that until it is otherwise determined by the board, upon the application of one of the parties said Grand Trunk Railroad shall station and keep at the Mount Forist street crossing in the city of Berlin competent flagmen, who shall protect said crossing between the hours of 6 A. M. and 10 o'clock P. M.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,
Railroad Commissioners of New Hampshire.

GRADE CROSSING AT LANCASTER.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents your petitioner, the Maine Central Railroad Company, a corporation established by law and doing business in said state of New Hampshire, that on, to wit, the 4th day of April, 1900, there was served upon your petitioner a notice of which the following is a copy:

"At the annual meeting March 13, 1900, of the town of Lancaster, N. H., it was voted that the town require the proprietors of the Maine Central Railroad to station a flagman at or near the crossing where said railroad crosses Middle street, near the Whitney building, in the village of Lancaster, for the purpose of safely accommodating the public travel on said street.

"A true copy. Attest:

"R. J. BROWN,
"Town Clerk."

Now, on this 16th day of said April, 1900, comes the said Maine Central Railroad Company and prays your said board for an examination of the said crossing, and a decision of the question whether the public good requires the change proposed, or that a flagman be stationed at or near said crossing.

THE MAINE CENTRAL RAILROAD,

By its attorneys,
DREW, JORDAN & BUCKLEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 13, 1901.

In the matter of the petition of the Maine Central Railroad, asking for an examination of the crossing over said railroad upon Middle street in the town of Lancaster, and a decision of the question whether the public good requires that a flagman be stationed and kept at that crossing in accordance with a vote of said town passed March 13, 1900, or any other change, due notice having been given, a hearing was had at Lancaster June 12, 1901, when said railroad was represented by Mr. Black, its superintendent, and Hon. I. W. Drew, its counsel, and said town by its selectmen.

It appeared that the apprehension regarding this crossing which led to the passing of the vote requiring a flagman grew principally out of the obstruction of the view of the railroad from the street, caused by leaving freight cars upon a siding west of the main track and the piling of lumber upon a wharf upon the other side. Since then the siding has been taken up and the railroad superintendent now agrees to see that the lumber is removed and the space it occupied kept clear. This change will, we are informed, be satisfactory to the town and is all that is required at present.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,

Railroad Commissioners of New Hampshire.

GRADE CROSSINGS IN FITZWILLIAM.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly existing by law, and now in the control and operation of the Fitchburg Railroad, a branch of which extends through a portion of the town of Fitzwilliam, in this state, known as Fitzwilliam Depot, and there crosses a highway leading from the store of H. C. White to Fitzwilliam Village.

At a meeting of said town of Fitzwilliam, holden on March 12, 1901, there was passed a vote as follows:

Voted, to request the Boston & Maine Railroad Company to place a flagman at the crossing at Fitzwilliam Depot, for the better protection of life and property.

That on March 18, 1901, your petitioner, the said Boston & Maine Railroad, received a copy of said vote.

The Boston & Maine Railroad hereby applies to the board of railroad commissioners for an examination of the crossing described in said vote, and a decision of the question whether the public good requires the action or change proposed, or any other action or change to be made.

Wherefore, the petitioner respectfully submits the foregoing for the consideration and order of the commissioners in the premises.

BOSTON & MAINE RAILROAD,

By its attorneys,
BATCHELDER & FAULKNER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 13, 1901.

In the matter of the petition of the Boston & Maine Railroad, appealing from a vote of the town of Fitzwilliam at its annual meeting March 12, 1901, and asking an examination of the crossing at Fitzwilliam Depot, and a determination of the question whether the public good demands a flagman at that point, or any other change, a hearing, duly notified, was held at the station in Fitzwilliam on Friday, May 31, 1901, at which hearing a large number of citizens were present and the town was represented by Messrs. Blake and Allen, its attorneys, and the railroad by its attorney, John M. Mitchell, and its superintendent, and all evidence and arguments offered were received and considered.

The board finds that during the fifty-three years the railroad has been operated in Fitzwilliam there has been no fatal accident upon this crossing, that no person has been seriously injured there, and that the only damage to property was the killing of a horse several years ago, but that there have been numerous narrow escapes, and that some accidents have been prevented by the interference of bystanders who have given timely warning to people who were driving into danger. All passenger trains stop at the station, which is close to the crossing. Since the lease of the railroad to the Boston & Maine the freight traffic has slightly decreased. The postoffice is located on the opposite side of the track from the larger part of the village, and this greatly increases the travel over the crossing, especially at the noon hour, when school children and others go for the mails. The highway is a thoroughfare leading through the town and connecting localities in which there are many summer residents. It is much more

used in summer than in winter. In the early spring the foot travelers averaged 280 and the teams 90, daily, while a short time before the hearing there were in one day 708 foot travelers and 173 teams. An average of twelve trains pass over the crossing each day between the hours of 7 A. M. and 7 P. M. and of six trains between the hours of 7 P. M. and 7 A. M.

The crossing is situated in the railroad yard, and is over several side tracks as well as the main line. The evidence is that most of the danger results from shifting cars upon these tracks out of and into the local freight train about noon. In doing this work the trainmen have ignored rule 1215, which is, "If necessary to back or switch a train across a public road at grade the crossing must be protected," and have run the locomotives and cars back and forth over the highway with no regard to the safety of pedestrians and occupants of carriages. They have also been in the habit of leaving cars to be loaded or unloaded upon the sidings so close to the highway that they have much obstructed the view of those approaching the tracks in other directions. If these neglects and errors are corrected the crossing will be much less a menace to life and property than most of those in the state, and there will be no reason to expect accidents there to those who exercise ordinary care and prudence.

It is therefore voted and ordered that the officials of the Boston & Maine Railroad cause the crossing at Fitzwilliam Depot to be protected whenever it is being used in switching cars between the hours of 7 A. M. and 7 P. M., and that they prohibit the employees from leaving cars upon the sidings within twenty-five feet of the traveled portion of the highway at that point.

If this order is not strictly complied with, a further one will be issued upon complaint of any person interested.

HENRY M. PUTNEY,

EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

SEABROOK & HAMPTON BEACH STREET RAILWAY STOCK AND BONDS.

To the Board of Railroad Commissioners of New Hampshire:

Respectfully represents the Seabrook & Hampton Beach Street Railway Company, a street railway corporation duly organized under an act of the legislature of New Hampshire approved March 21, 1901, and entitled "An act to incorporate the Seabrook & Hampton Beach Street Railway Company," that it is duly authorized by its charter to issue fifty thousand dollars of capital stock and fifty thousand dollars of bonds, and that it is about to

build and equip a street railway nearly five miles long, and that the proceeds of the entire amount of stock and bonds authorized by the charter will be no more than the amount needed for constructing and equipping said street railway.

Wherefore, the petitioner prays that it be determined and voted by you that it is reasonably requisite that said corporation issue fifty thousand dollars of capital stock and fifty thousand dollars of bonds for the purposes and uses aforesaid, and that such issue be authorized by you as herein prayed for.

THE SEABROOK & HAMPTON BEACH STREET RAILWAY CO.,

By SAMUEL W. EMERY,

Its attorney.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 28, 1901.

In the matter of the petition of the Seabrook & Hampton Beach Street Railway Company, asking the approval of the board to an issue of capital stock to the amount of fifty thousand dollars (\$50,000) and of mortgage bonds to the amount of fifty thousand dollars (\$50,000) for the construction and equipment of the street railway described in the charter of said company, due and sufficient notice having been given, a hearing was had upon the petition at the office of H. M. Putney, in Manchester, on June 25, 1901, at 11 o'clock A. M., at which hearing said company was represented by its president, W. D. Lovell, and its attorney, Samuel W. Emery, and such testimony, estimates, and arguments as were presented were heard and considered. It appeared that said Seabrook & Hampton Beach Street Railway Company has been authorized by its charter to construct and equip a railway, which it has already surveyed and located, and to issue for that purpose stock to the amount of fifty thousand dollars and to incur bonded and other indebtedness not exceeding that amount, and that the cost of the road as proposed will be, according to the estimates of Gilbert Hodges, consulting engineer, and the other evidence offered, more than one hundred thousand dollars, making necessary the issue of stock and bonds to the amounts specified in said charter.

It is deemed and voted that the sum of one hundred thousand dollars is reasonably requisite for the proper purposes of the corporation, and that the board approve the issue by said Seabrook & Hampton Beach Street Railway Company of stock to the amounts specified in said charter.

It is deemed and voted that the sum of one hundred thousand dollars is reasonably requisite for the proper purposes of the corporation, and that the board approve the issue of said Seabrook & Hampton Beach Street Railway Company of stock to the amount of fifty thousand dollars (\$50,000) and of bonds to the amount of forty-five thousand dollars (\$45,000), as authorized by said charter, subject to the provisions of law under which the same are issued and in the manner and upon the conditions following:

That no more shall be issued than is necessary at par value to pay the actual expense incurred for the purposes for which the issue is authorized, and that said railway shall open and keep books of account which will at all times exactly and clearly show what amounts have been expended for the purposes specified in Mr. Hodge's estimates, which are annexed hereto and made a part hereof.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,

Railroad Commissioners of New Hampshire.

GRADE CROSSING IN DOVER.

To the Honorable Railroad Commissioners of the State of New Hampshire:

Respectfully represents the undersigned, directors of the Union Electric Railway, a corporation duly existing under the laws of said state, that by its charter it is authorized to construct a street railway upon any street or road in the city of Dover; that the said city, by vote of its board of aldermen, has laid out an extension of said railway over and upon Washington street, so called, leading from Central avenue to Arch street; that your petitioners are about to construct said extension, and that the public necessity requires that it shall lay its tracks on said Washington street across the tracks of the Portsmouth & Dover division of the Boston & Maine Railroad, at grade, at the junction of said Washington street and said railroad.

Wherefore, your petitioners respectfully request the consent in writing of your honorable board to lay its tracks across the tracks of said steam railroad at said point, as provided by the statutes of said state, and have to request that you appoint a time and place for hearing, and notify all parties interested of the time and place where they may be heard.

Dated this 10th day of June, 1901.

WALLACE D. LOVELL.
EDWIN L. PRIDE.
ALBERT E. McREEL.
RUFUS N. ELWELL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 15, 1901.

The Union Electric Railway, which since the filing of its petition has been merged in the Dover, Somersworth & Rochester Street Railway Company, having petitioned for the consent of the railroad commissioners in writing to the construction of a street railway crossing at grade over the tracks of the Boston & Maine Railroad, upon Washington street, in Dover, after due notice a hearing was had at Dover July 9, 1901, at which hearing both of said railroads were represented by their attorneys and the city by its mayor and a number of citizens. From the evidence submitted and an inspection of the location of the proposed crossing, it appeared that it is impracticable to construct any but a grade crossing at that point, and that the street railway cannot be extended on another route to the advantage of those for whose accommodation it is intended. The consent prayed for is therefore granted upon the following conditions:

1. Said crossing shall be constructed and kept in repair by said Boston & Maine Railroad, in a manner satisfactory to the commissioners, at the expense of said Dover, Somersworth & Rochester Street Railway Company.

2. Said Boston & Maine Railroad shall continue to protect said crossing by gates, as heretofore, until otherwise ordered by the board, one half of the expense of such protection being paid by said Dover, Somersworth & Rochester Street Railway Company upon the presentation of proper quarterly bills for the same.

HENRY M. PUTNEY,

EDWARD B. S. SANBORN,

FRANCIS C. FAULKNER,

Railroad Commissioners of New Hampshire.

OVERHEAD CROSSING IN DOVER.

To the Honorable Railroad Commissioners of the State of New Hampshire:

Respectfully represents the undersigned, directors of the Union Electric Railway, a corporation duly existing under the laws of said state, that by its charter it is authorized to construct a street railway upon any street or road in the city of Dover; that the said city, by vote of its board of aldermen, has laid out an extension of said railway over and upon Silver street, so called, leading from Central avenue to Arch street; that your petitioners are about to construct said extension, and that the public necessity

requires that it shall lay its tracks on said Silver street by an overhead crossing over the tracks of the Portsmouth & Dover division of the Boston & Maine Railroad at the junction of said Silver street and said railroad.

Wherefore, your petitioners respectfully request the consent in writing of your honorable board to lay its tracks upon said Silver street by an overhead crossing over the tracks of said steam road at said point, and have to request that you appoint a time and place for hearing, and inform all parties interested of the time and place where they may be heard.

Dated this 10th day of June, 1901.

WALLACE D. LOVELL.
ALBERT E. McREEL.
RUFUS N. ELWELL.
EDWIN L. PRIDE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 15, 1901.

The Union Electric Railway, which since the filing of its petition has been merged in the Dover, Somersworth & Rochester Street Railway, having petitioned the board of railroad commissioners to authorize it to lay its tracks over the Boston & Maine Railroad upon the overhead bridge on which Silver street crosses said tracks, in Dover, due notice having been given a hearing was had at Dover July 9, 1901, at which hearing both of said railroads were represented by counsel and the city of Dover by its mayor, all of whom assented to said proposed crossing, provided the bridge be made safe.

It is therefore voted and ordered that said Dover, Somersworth & Rochester Street Railway be authorized to lay its tracks over the Boston & Maine tracks upon the bridge on Silver street, in said Dover, upon the following conditions:

That said bridge be strengthened by said Dover, Somersworth & Rochester Street Railway in a manner satisfactory to the mayor and aldermen of the city of Dover and the superintendent of the Eastern division of the Boston & Maine Railroad, and kept in proper condition to carry the street railway traffic.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,

Railroad Commissioners of New Hampshire.

GRADE CROSSING IN NEWTON.

To the Board of Railroad Commissioners for the State of New Hampshire:

The Haverhill, Plaistow & Newton Street Railway Company respectfully represents that it is a street railway company organized under an act of the legislature of New Hampshire approved March 7, 1901, and entitled, "An act to incorporate the Haverhill, Plaistow & Newton Street Railway Company"; that by said act it is duly authorized to construct a line of street railroad through the towns of Newton, South Hampton, and Plaistow, in the county of Rockingham, in said state; that it will lay its track in the town of Newton aforesaid, on the highway called Main street in said town, across the two tracks of the Boston & Maine Railroad; that said Boston & Maine Railroad is a steam railroad, and that your petitioner desires to lay its track across the two tracks of said Boston & Maine Railroad on said street at grade.

Wherefore, the petitioner prays that you consent in writing that the petitioner lay its track across the two tracks of said steam railroad on said street at grade, and that you make such orders, rules, and regulations for the protection of all persons from injury at said crossing as you may deem to be sufficient and necessary, and that you make all such other orders in the premises as are authorized by law.

THE HAVERHILL, PLAISTOW & NEWTON STREET RAILWAY
COMPANY,

By SAMUEL W. EMERY,
Attorney.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 15, 1901.

The Haverhill, Plaistow & Newton Street Railway Company having petitioned for the consent of the railroad commissioners in writing to the construction of a crossing at grade over the tracks of the Boston & Maine Railroad in the highway near the passenger station in the town of Newton, due notice having been given, a hearing was had at Newton July 10, 1901, at which hearing the petitioning corporation was represented by its officers and attorney, the Boston & Maine by its superintendent and attorney, and the town of Newton by its selectmen. From the evidence submitted it appeared that it is impracticable, without great expense, for said street railroad to cross said Boston & Maine tracks at that point otherwise than at grade, and that in

the opinion of the citizens of the town a grade crossing is preferable to an overpass there. The consent prayed for is therefore granted upon the following conditions: .

1. Said crossing shall be constructed and kept in repair by said Boston & Maine Railroad, in a manner satisfactory to the commissioners, at the expense of said Haverhill, Plaistow & Newton Street Railway Company.

2. Said Boston & Maine Railroad shall continue to protect said crossing by a flagman, as heretofore, until otherwise ordered by the board, one half of the expense of such protection being paid by said Haverhill, Plaistow & Newton Street Railway Company upon the presentation of proper quarterly bills for the same.

HENRY M. PUTNEY,

EDWARD B. S. SANBORN,

FRANCIS C. FAULKNER,

Railroad Commissioners of New Hampshire.

WHISTLING AT NORTH CONWAY.

STONEHURST, INTERVALE, N. H., July 16, 1901.

Henry M. Putney, Esq., Manchester:

DEAR SIR,—I beg to enclose a letter from Mr. Evans of the M. C. R. R. The whistle in question is sounded on the engine of the train leaving North Conway at 11.24 Sunday morning. It comes right in the middle of the morning service, and is a serious annoyance to the congregation, as the church is very near the track. The whistle is sounded for the street crossing in the village just north of the station. These crossings are guarded; there is very little passing at that hour on Sunday forenoon; and the train runs only during the summer months.

In behalf of the congregation who worship in this church I respectfully ask that you will authorize the discontinuance of the sounding of this whistle.

Sincerely yours,

DANIEL MERRIMAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 24, 1901.

Rev. Daniel Merriman of Conway having petitioned the board for a discontinuance of the whistle required and given at the crossing near the church upon the Maine Central Railroad, in North Conway, by the train leaving that place at 11.24 o'clock

A. M. on Sundays during the summer months, and it having been made to appear that that whistle seriously disturbs the congregation worshipping in the church at that time, that there is not much travel in the highway at that hour, and that the crossing is protected, it is voted and ordered that the whistle now required and given at the crossing near the church in North Conway on the Maine Central Railroad by the 11.24 A. M. Sunday train during the summer be discontinued, provided that said crossing be protected by gates or a flagman when said train passes.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,

Railroad Commissioners of New Hampshire.

PORTSMOUTH & EXETER STREET RAILWAY STOCK AND BONDS.

To the Board of Railroad Commissioners for the State of New Hampshire:

The directors of the Portsmouth & Exeter Street Railway Company respectfully represent that said corporation has been organized under an act of the legislature of this state approved March 7, 1901, and entitled, "An act to incorporate the Portsmouth & Exeter Street Railway Company"; that by said act, the capital stock of said corporation is fixed and limited at one hundred thousand dollars, and it is thereby provided that its bonded and other indebtedness shall not exceed the capital stock paid in; that the necessary expense of properly constructing and equipping the street railway, authorized by said act to be built and operated, will be one hundred thousand dollars in excess of the capital stock authorized by said act to be issued and the bonded and other indebtedness authorized by said act to be incurred; that at a meeting of the stockholders of said corporation, duly called to consider the question of increasing the issue of stock and bonds of said corporation beyond the amount authorized and limited and fixed by the charter of the corporation, which meeting was held at Exeter, New Hampshire, on May 25, 1901, it was duly voted that, subject to approval upon petition by the board of railroad commissioners of such increase, the capital stock of the corporation be increased beyond the amount authorized by the charter by the sum of fifty thousand dollars, and that, subject to the approval upon petition by the board of railroad commissioners, bonds to the amount of fifty thousand dollars beyond the amount fixed and limited by the charter of the corporation be issued for lawful purposes.

Wherefore, the petitioners pray, agreeably to the provisions of chapter 19, Laws of 1897, that, for the purpose of constructing and equipping said street railway, you authorize said corporation to make an increase of the capital stock and bonds which may be lawfully issued by it to the extent of fifty thousand dollars capital stock and fifty thousand dollars of bonds beyond the amount fixed and limited in each case by its charter, and to issue its stock and bonds to the amount of one hundred fifty thousand dollars of stock and one hundred fifty thousand dollars of bonds for the purpose of constructing and equipping said railroad and putting it in operation.

WALLACE D. LOVELL,
JOHN TEMPLETON,
WARREN BROWN,
HERBERT B. DOW,
JOHN H. GRIFFIN,
EBEN FOLSOM,

Directors of Portsmouth & Exeter Street Railway Co.

SAMUEL W. EMERY, Esq., PORTSMOUTH, N. H.,
Attorney for Petitioners.

In the matter of the petition of the Portsmouth & Exeter Street Railway Company for authority to increase its capital stock and for issue of stock and bonds, by leave of the board of railroad commissioners the petitioners amend their petition as follows:

Insert in the original petition before the words, "Wherefore the petitioners pray," the words and figures following:

"And the petitioners further represent that at a meeting of the stockholders of said corporation, duly called and held at Exeter, New Hampshire, on May 25, 1901, it was duly voted that the directors be authorized to petition the board of railroad commissioners to approve, upon investigation, the issue by said corporation of its capital stock and of its bonds to the amount of one hundred thousand dollars of stock and one hundred thousand dollars of bonds, agreeably to its charter, and that if such issue be deemed and voted by the board of railroad commissioners to be reasonably requisite for the purposes for which such issue of stock and bonds is authorized by the charter of said corporation, that then the directors be given full authority to issue said stock and bonds; that it is reasonably requisite for the purpose of constructing and equipping said street railway, that such sum of one hundred thousand dollars of capital stock and one hundred thousand dollars of bonds be issued in addition to the amount of increase of each herein asked for."

DIRECTORS OF PORTSMOUTH & EXETER STREET RAILWAY
COMPANY,

By SAMUEL W. EMERY,
Attorney.

In the matter of the petition of the Portsmouth & Exeter Street Railway Company for authority to increase its capital stock and for the issue of stock and bonds, the petitioner respectfully requests leave to amend its original petition, upon which a partial hearing was had on June 25, 1901, by inserting therein, before the words, "Wherefore the petitioners pray," the words and figures following, to wit:

"And the petitioners further represent that at a meeting of the stockholders of said corporation, duly called and held at Exeter, New Hampshire, on May 25, 1901, it was duly voted that the directors be authorized to petition the board of railroad commissioners to approve, upon investigation, the issue by said corporation of its capital stock and of its bonds to the amount of one hundred thousand dollars of stock and one hundred thousand dollars of bonds, agreeably to its charter, and that if such issue be deemed and voted by the board of railroad commissioners to be reasonably requisite for the purposes for which such issue of stock and bonds is authorized by the charter of said corporation, that then the directors be given full authority to issue said stock and bonds; that it is reasonably requisite for the purpose of constructing and equipping said street railway that such sum of one hundred thousand dollars of capital stock and one hundred thousand dollars of bonds be issued in addition to the amount of increase of each herein asked for."

DIRECTORS OF PORTSMOUTH & EXETER STREET RAILWAY COMPANY,

By SAMUEL W. EMERY,
Attorney.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 18, 1901.

In the matter of the petition and amendment thereof of the Portsmouth & Exeter Street Railway Company, asking the approval of the board to the issue of one hundred thousand dollars of the capital stock and one hundred thousand dollars of the bonds of said railway authorized by its charter, and fifty thousand dollars of capital stock and fifty thousand dollars of bonds beyond the amount fixed and limited by its charter, due and sufficient notice of the petition having been given, a hearing was had upon the same at the office of Henry M. Putney, in Manchester, in the county of Hillsborough, on the 25th day of June, A. D. 1901, at 11 o'clock in the forenoon, at which said hearing, all of

the commissioners being present, the petitioner appeared by Samuel W. Emery, its counsel, and Wallace D. Lovell, one of its directors, and presented its evidence, statements, and arguments before the board, and no one appeared in opposition to the petitioner's request. The petitioner desiring to make an amendment to its original petition, asking the board to also approve the issue of its stock and bonds to the amount fixed and limited by its charter, the amendment was filed, and the hearing was continued to July 9, at the mayor's office in the city hall in Dover. At which last named time and place, all of the commissioners being present, the petitioner appeared by the same counsel and director, and it appearing that due and legal notice of said amendment had been served upon the attorney-general, who waived in writing all objection to the same, the amendment was allowed, and the petition as amended was then and there further considered.

It appeared that said Portsmouth & Exeter Street Railway Company has been duly chartered by the state, and authorized by its charter to issue capital stock to the amount of one hundred thousand dollars and bonds secured by mortgage to the amount of one hundred thousand dollars; that the stockholders of said railway, at a meeting legally called and holden at Exeter on May 25, 1901, voted, by a majority vote of all its stockholders, to authorize its directors to issue said one hundred thousand dollars of stock and one hundred thousand dollars of bonds; and it also appeared that at the same meeting, said stockholders, by like vote, voted to increase its capital stock to the extent of fifty thousand dollars, and to issue its bonds to the extent of fifty thousand dollars beyond the amount fixed and limited by its charter, for the purpose set forth in said petition.

It appearing to the board that said company is constructing and equipping a railway, as authorized by its charter, and has purchased or contracted for the necessary materials, equipment, and labor, and that the cost of the same, according to the estimate of Gilbert Hodges, civil engineer, and the testimony of said Lovell, will exceed three hundred thousand dollars, and it being deemed and voted by said board that the issue of one hundred and fifty thousand dollars of capital stock and one hundred and forty-five thousand dollars of bonds is reasonably requisite to the same,—

It is ordered that the board approve the issue by said Portsmouth & Exeter Street Railway Company, subject to the provisions of law under which the same is issued, of the one hundred thousand dollars of stock and one hundred thousand dollars of

bonds authorized by the charter of said company, and fifty thousand dollars of stock and forty-five thousand dollars of bonds in addition to the amount authorized by said charter, upon the condition that the proceeds of the sale of such stock and bonds shall be applied to the payment of the cost of the construction and equipment of the electric road of said company, according to the estimates of Mr. Hodges, which are made a part of this order, and that the company shall open and keep accounts under appropriate headings, which will at all times show clearly and exactly what amounts have been expended and for what purpose.

It is further ordered that the fifty thousand dollars of said stock which is in excess of the amount authorized by its charter shall be first offered proportionately to the stockholders of said corporation, in the manner provided by the act of legislature of 1901, at the market value thereof, which value the board hereby determines to be one hundred dollars a share. And all shares unsubscribed for at the expiration of the statutory notice shall be sold at auction for a sum not less than par, either in the city of Boston or the town of Exeter, as the directors may elect, notice of such sale by publication, as specified in said act, having first been given in the following named newspapers: If sold in said Boston, publication shall be made in the "Boston Daily Advertiser," "The Boston Herald," published in Boston, and "The Daily Mirror and American," published in said Manchester; if in said Exeter, publication shall be made in the "Exeter News Letter," published in said Exeter, said "Mirror and American," and said "Boston Herald."

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,
Railroad Commissioners.

HAVERHILL, PLAISTOW & NEWTON STREET RAILWAY
STOCK AND BONDS.

To the Board of Railroad Commissioners for the State of New Hampshire:

The directors of the Haverhill, Plaistow & Newton Street Railway Company respectfully represent that said corporation has been organized under an act of the legislature of this state approved March 7, 1901, and entitled "An act to incorporate the Haverhill, Plaistow & Newton Street Railway Company"; that by the said act the capital stock of said corporation is fixed and limited at one hundred thousand dollars, and it is thereby provided that its bonded and other indebtedness shall not exceed the

capital stock paid in; that the necessary expense of properly constructing and equipping the street railway authorized by said act to be built and operated will be one hundred thousand dollars in excess of the capital stock authorized by said act to be issued and bonded and other indebtedness authorized by said act to be incurred; that at a meeting of the stockholders of said corporation, duly called, to consider the question of increasing the issue of stock and bonds of said corporation beyond the amount authorized and limited and fixed by the charter of the corporation, which meeting was held at Exeter, New Hampshire, on May 25, 1901, it was duly voted that, subject to the approval upon petition by the board of railroad commissioners of such increase, the capital stock of the corporation be increased beyond the amount authorized by the charter by the sum of fifty thousand dollars, and that, subject to the approval upon petition by the board of railroad commissioners, bonds to the amount of fifty thousand dollars beyond the amount fixed and limited by the charter of the corporation be issued for lawful purposes.

Wherefore, the petitioners pray, agreeably to the provisions of chapter 19, Laws of 1897, that for the purpose of constructing and equipping said street railway you authorize said corporation to make an increase of the capital stock and bonds which may be lawfully issued by it, to the extent of fifty thousand dollars capital stock and fifty thousand dollars of bonds beyond the amount fixed and limited in each case by its charter, and to issue its stock and bonds to the amount of one hundred fifty thousand dollars of stock and one hundred fifty thousand dollars of bonds for the purpose of constructing and equipping said railroad and putting it in operation.

WALLACE D. LOVELL,
WARREN BROWN,
IRVING M. HEATH,
ALBERT E. McREEL,
RUFUS N. ELWELL,

Directors Haverhill, Plaistow & Newton Street Railway Company.

SAMUEL W. EMERY, ESQ., PORTSMOUTH, N. H.

Attorney for Petitioners.

In the matter of the petition of the Haverhill, Plaistow & Newton Street Railway Company for authority to increase its capital stock and for issue of stock and bonds, by leave of the board of railroad commissioners the petitioners amend their petition as follows:

Insert in the original petition before the words, "Wherefore the petitioners pray," the words and figures following:

"And the petitioners further represent that at a meeting of the stockholders of said corporation, duly called and held at Exeter, New Hampshire, on May 25, 1901, it was duly voted that the directors be authorized to petition the board of railroad commissioners to approve, upon investigation, the issue by said corporation of its capital stock and of its bonds to the amount of one hundred thousand dollars of stock and one hundred thousand dollars of bonds, agreeably to its charter, and that if such issue be deemed and voted by the board of railroad commissioners to be reasonably requisite for the purposes for which such issue of stock and bonds is authorized by the charter of said corporation, that then the directors be given full authority to issue said stock and bonds; that it is reasonably requisite for the purpose of constructing and equipping said street railway that such sum of one hundred thousand dollars of capital stock and one hundred thousand dollars of bonds be issued in addition to the amount of increase of each herein asked for."

DIRECTORS OF HAVERHILL, PLAISTOW & NEWTON STREET
RAILWAY COMPANY,

By SAMUEL W. EMERY,
Attorney.

In the matter of the petition of the Haverhill, Plaistow & Newton Street Railway Company for authority to increase its capital stock, and for the issue of stock and bonds, the petitioner respectfully requests leave to amend its original petition, upon which a partial hearing was had on June 25, 1901, by inserting therein, before the words, "Wherefore the petitioners pray," the words and figures following, to wit:

"And the petitioners further represent that at a meeting of the stockholders of said corporation, duly called and held at Exeter, New Hampshire, on May 25, 1901, it was duly voted that the directors be authorized to petition the board of railroad commissioners to approve, upon investigation, the issue by said corporation of its capital stock and of its bonds to the amount of one hundred thousand dollars of stock and one hundred thousand dollars of bonds, agreeably to its charter, and that if such issue be deemed and voted by the board of railroad commissioners to be reasonably requisite for the purposes for which such issue of stock and bonds is authorized by the charter of said corporation, that then the directors be given full authority to issue said stock and bonds; that it is reasonably requisite for the purpose of constructing and equipping said street railway that such sum of one hundred thousand dollars of capital stock and one hundred thou-

and dollars of bonds be issued in addition to the amount of increase of each herein asked for."

DIRECTORS OF HAVERHILL, PLAISTOW & NEWTON STREET
RAILWAY COMPANY,

By SAMUEL W. EMERY,
Attorney.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 18, 1901.

In the matter of the petition and amendment thereof of the Haverhill, Plaistow & Newton Street Railway Company, asking the approval of the board to the issue of one hundred thousand dollars of the capital stock and one hundred thousand dollars of the bonds of said railway, authorized by its charter, and fifty thousand dollars of capital stock and fifty thousand dollars of bonds beyond the amount fixed and limited by its charter, due and sufficient notice of the petition having been given, a hearing was had upon the same at the office of Henry M. Putney, in Manchester, in the county of Hillsborough, on the 25th day of June, A. D. 1901, at 11 o'clock in the forenoon, at which said hearing, all of the commissioners being present, the petitioner appeared by Samuel W. Emery, its counsel, and Wallace D. Lovell, one of its directors, and presented its evidence, statements, and arguments before the board, and no one appeared in opposition to the petitioner's request. The petitioner desiring to make an amendment to its original petition, asking the board to also approve the issue of its stock and bonds to the amount fixed and limited by its charter, the amendment was filed, and the hearing was continued to July 9, at the mayor's office in the city hall in Dover, at which last named time and place, all of the commissioners being present, the petitioner appeared by the same counsel and director, and it appearing that due and legal notice of said amendment had been served upon the attorney-general, who waived in writing all objections to the same, the amendment was allowed, and the petition, as amended, was then and there further considered.

It appeared that said Haverhill, Plaistow & Newton Street Railway Company has been duly chartered by the state, and authorized by its charter to issue capital stock to the amount of one hundred thousand dollars and bonds secured by mortgage to the amount of one hundred thousand dollars; that the stockholders of said railway, at a meeting legally called and holden at Exeter on

May 25, 1901, voted, by a majority vote of all its stockholders, to authorize its directors to issue said one hundred thousand dollars of stock and one hundred thousand dollars of bonds; and it also appeared that at the same meeting, said stockholders, by like vote, voted to increase its capital stock to the extent of fifty thousand dollars and to issue the bonds to the extent of fifty thousand dollars beyond the amount fixed and limited by its charter, for the purpose set forth in said petition.

It appearing to the board that said company is constructing and equipping a railway as authorized by its charter, and has purchased or contracted for the necessary materials, equipment, and labor, and that the cost of the same, according to the estimates of Gilbert Hodges, civil engineer, and the testimony of said Lovell, will exceed three hundred thousand dollars, and it being deemed and voted by said board that the issue of one hundred and fifty thousand dollars of capital stock and one hundred and forty-five thousand dollars of bonds is reasonably requisite to pay for the same,—

It is ordered that the board approve the issue by said Haverhill, Plaistow & Newton Street Railway Company, subject to the provisions of law under which the same is issued, of the one hundred thousand dollars of stock and one hundred thousand dollars of bonds authorized by the charter of said company, and fifty thousand dollars of stock and forty-five thousand dollars of bonds in addition to the amount authorized by said charter, upon the condition that the proceeds of the sale of such stock and bonds shall be applied to the payment of the cost of the construction and equipment of the electric road of said company, according to the estimates of Mr. Hodges, which are made a part of this order, and that the company shall open and keep accounts under appropriate headings, which will at all times show clearly and exactly what amounts have been expended and for what purpose.

It is further ordered that the fifty thousand dollars of said stock which is in excess of the amount authorized by its charter shall be first offered proportionately to the stockholders of said corporation, in the manner provided by the act of legislature of 1901, at the market value thereof, which value the board hereby determines to be one hundred dollars a share. And all shares unsubscribed for at the expiration of the statutory notice shall be sold at auction for a sum not less than par, either in the city of Boston or the town of Exeter, as the directors may elect, notice of such sale by publication, as specified in said act, having first been given in the following named newspapers: if sold in said Boston, publication shall be made in the "Boston Daily Adver-

tiser," "The Boston Herald," published in Boston, and "The Daily Mirror and American," published in said Manchester; if in said Exeter, publication shall be made in the "Exeter News Letter," published in said Exeter, said "Mirror and American," and said "Boston Herald."

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,
Railroad Commissioners.

NEWPORT & SUNAPEE STREET RAILWAY.

STATE OF NEW HAMPSHIRE.

SULLIVAN, SS.

To the Supreme Court:

Respectfully represents the Newport & Sunapee Street Railway Company, a provisional street railway corporation duly established under the laws of said state, that thirty-seven persons, a majority of whom are residents of said state, have associated themselves together by written articles of agreement for the purpose of forming a corporation to construct, maintain, and operate a street railway for the conveyance of passengers and property, such railway to be operated by electricity or by such motive power as may be permitted by section 22 of chapter 27 of the Session Laws of 1895, under its corporate name aforesaid; that the gauge of said proposed railway is to be four feet eight and one half inches (standard gauge), and the length of said road will be about seven miles, extending over the following described route, to wit:

Beginning at a point east of and adjacent to the Boston & Maine passenger and freight stations, in the village of said Newport, on land of said Boston & Maine Railroad, in said Sullivan county, thence easterly in Depot street to Main street, thence across Main street to Sunapee street, thence in Sunapee street to main highway leading from Newport to Sunapee, thence continuing in said last mentioned highway, in the towns of Newport and Sunapee, to a terminus in Sunapee in front of or adjacent to the hotel known as the Ben Mere Inn; also, a branch line, starting from the above described line, in the town of Sunapee, near the paper mill, and running southerly in the highway by the paper mill, to a point or terminus adjacent to the Boston & Maine Railroad passenger and freight depots, known as Sunapee station, on land of Boston & Maine Railroad, in town of Sunapee, with the

right to build turnouts and spur tracks, or sidings for the mills and factories located along said route; that the capital stock of said corporation is, in its said articles, fixed at sixty thousand dollars, divided into six hundred shares of the par value of one hundred dollars each, the full amount of which has been subscribed in good faith by responsible parties, with the intention of building said road, who agree to pay the par value thereof according to the terms of provisions of section 2, chapter 156, of the Public Statutes of this state, and chapter 27 of the Session Laws of 1895, and acts and amendments thereto; that the following named persons, to wit, Loren D. Towle, William F. Baldwin, Frederic R. Page, George A. Fairbanks, Seth M. Richards, Sam. D. Lewis, Irving G. Rowell, are in said articles appointed to act as directors, all of whom are subscribers thereto, and a majority of whom are residents of said state; that said directors have caused said articles of agreement to be recorded in the office of the secretary of said state, and a true copy thereof, attested by a majority of said directors, to be filed in the office of the clerk of each city or town through or into which the route of the proposed street railway will extend, to wit, Newport and Sunapee; that said provisional corporation was formed in accordance with the provisions of chapter 156 of the Public Statutes of said state, and chapter 27 of the Session Laws of 1895, and that the public good requires such proposed street railway.

Wherefore your petitioner prays that it may be decided by said court whether the public good requires such proposed street railway, and whether or not the public requires that it shall be built upon the proposed route, and that it may cause a record of its decisions to be made, and for such other relief, orders, and decrees as may be just.

NEWPORT & SUNAPEE STREET RAILWAY COMPANY,

By its solicitor,

F. O. CHELLIS.

To Hon. William M. Chase, one of the Justices of said Court:

The said petitioner prays that such notice of the foregoing petition as you may deem reasonable may be ordered, and returnable to the supreme court at as early a date as is practicable to give the notice.

By its solicitor,

F. O. CHELLIS.

STATE OF NEW HAMPSHIRE.

SUPREME COURT.

June 21, 1901.

It is ordered that the petition, of which the foregoing is a true copy, be referred to the railroad commissioners.

Attest:

A. J. SHURTLEFF,
Clerk.

To the Supreme Court:

The board of railroad commissioners, to whom was referred the annexed petition of the Newport & Sunapee Street Railway, having caused due notice to be given of the time and place of hearing of said petition, as appears by the order of notice and certificates of service herewith returned, met the petitioner and other persons interested in said petition at the grand jury room in Newport, in our county of Sullivan, on the 20th day of August, 1901, at eleven o'clock, forenoon, as appointed in said order of notice; and having heard and considered all the evidence and allegations of the parties appearing, and no objection to the granting of said petition being made, the board of railroad commissioners finds that the public good requires the construction of said proposed street railway as described in said petition, and that the public good requires that it be built upon the proposed route specifically set forth in said petition.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,
Railroad Commissioners.

Dated August 23, 1901.

DISCONTINUANCE OF LACONIA STREET RAILWAY.

To Henry M. Putney, Josiah G. Bellows, and E. B. S. Sanborn, Railroad Commissioners of the State of New Hampshire:

We, the undersigned, directors in the Laconia Street Railway, respectfully represent that said street railway from a point on Union avenue near the residence of the late Samuel C. Clark, in said Laconia, thence northerly to the terminus of said railway at Weirs, so called, in said Laconia, cannot be operated without great loss to the company after October 1, to the first of the May following.

Wherefore, said directors apply to and petition said board of railroad commissioners to authorize them to discontinue the operation of that part of said street railway beginning at a point opposite the dwelling of the late Samuel C. Clark, in Laconia,

thence extending northerly to its terminus at Weirs, from and after October 1, 1901, until the 1st day of May, 1902.

Dated at Laconia, N. H., this 4th day of September, 1901.

A. G. FOLSOM,

S. B. SMITH,

C. F. STONE,

EDMUND LITTLE,

Directors.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 12, 1901.

The Laconia Street Railway is hereby authorized to discontinue the operation of its railway between a point on Union avenue near the residence of the late Samuel C. Clark, in Laconia, and the northern terminus at Weirs from the 1st day of October, 1901, to the 1st day of May, 1902.

By order of the board,
EDWARD B. S. SANBORN.

UNDERPASS IN SEABROOK.

To the Board of Railroad Commissioners for the State of New Hampshire:

The Seabrook & Hampton Beach Street Railway Company respectfully represents that it is a street railway corporation organized under an act of the legislature of New Hampshire, approved March, 1901, and entitled, "An act to incorporate the Seabrook & Hampton Beach Street Railway Company"; that by said act it is duly authorized to construct a line of street railroad in the town of Seabrook in the county of Rockingham in said state; that it has been granted by the selectmen of said Seabrook a location in, over, and along a certain public highway in said Seabrook called the Walton road, which said highway passes under the track of the Boston & Maine Railroad (Eastern division), a steam railroad, at a place in said Seabrook called Noyes' crossing; that it is necessary that the track of the petitioner be laid on said Walton road under said track of said steam railroad at said crossing.

Wherefore, the petitioner prays that you consent in writing that the petitioner lay its track in said highway under the track of said steam railroad, that is, below the grade of said steam railroad, and that you make such orders, rules, and regulations for

the protection of all persons from injury at said crossing as you may deem sufficient and necessary, and that you prescribe any other conditions for said crossing as to protection of property of said steam and of said electric railroad, which may be proper.

THE SEABROOK & HAMPTON BEACH STREET RAILWAY CO.,

By SAMUEL W. EMERY,
Attorney.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 16, 1901.

Having considered the foregoing application of the Seabrook & Hampton Beach Street Railway Company for the consent in writing of this board to lay its tracks under the bridge of the Boston & Maine Railroad, at Noyes' crossing, in Seabrook, upon its Eastern division, the board hereby gives its consent for the laying of the tracks of said Seabrook & Hampton Beach Street Railway under said bridge of said Boston & Maine Railroad upon the following conditions and restrictions:

1. If, in the operation of said railway over said tracks under said bridge, it becomes necessary to attach any wires or other substance to any part of said bridge of said Boston & Maine Railroad, such wires or other attachments shall be made without drilling any holes in the girders of said bridge, and shall be so attached as to secure perfect insulation; and the work done and materials used in making such attachments to said bridge shall be to the satisfaction of the chief engineer of the Boston & Maine Railroad.

2. The said Seabrook & Hampton Beach Street Railway Company shall also be liable to said Boston & Maine Railroad for any damage, loss, or injury it, the said Boston & Maine Railroad, may sustain by reason of the construction, management, or use of said Seabrook & Hampton Beach Street Railway's tracks under said bridge, or on account of the attachment of said wires or other substance or materials to said bridge, or any part thereof. The said Seabrook & Hampton Beach Street Railway Company shall not construct, maintain, or operate its railway in such manner as to weaken or endanger the abutments supporting the bridge of said Boston & Maine Railroad. Any expense for the construction of drains and their maintenance incurred by the Boston & Maine Railroad, made necessary by the construction of said railway, shall be borne by said street railway company.

3. This order is subject to change or modification by this board.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,
Railroad Commissioners.

GRADE CROSSINGS IN CLAREMONT.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly existing by law, and now in the control and operation of the Concord & Claremont Railroad, a branch extending into and through a portion of the village of Claremont, in this state, the road of said Concord & Claremont branch, in said Claremont Village, crosses highways, in said town, known as Mulberry, Pleasant, Broad, and Chestnut streets.

At a special meeting of said town of Claremont, holden on June 11, 1901, there was passed a vote as follows:

"*Voted*, To require the Concord & Claremont Railroad to abolish the present mode of crossing at grade at the following streets in this town, namely, Mulberry, Pleasant, Broad, and Chestnut streets."

Upon notice of the passage of this vote, although the same is an informal and irregular notice or application, the petitioner investigated, examined, and considered the condition and requirements of these crossings, and determined, after such investigation and examination, that the safety of the public travel does not require that the present mode of crossing, at grade, said highways should be abolished, as suggested, within the meaning of the statutory provision.

As will be seen, this vote is not in accordance with the provisions or requirements of the statute, chapter 159, section 15, of the Public Statutes of this state; and the petitioner suggests the want or absence of preliminary steps essential to require the corporation legally to take action, either with respect to application by petition to this board in relation to said matter, or otherwise.

In view of this vote, or this action of the town, although not in conformity to any provision of the statute, the petitioner hereby applies to this honorable board for such disposition of the matter as in its judgment should be made; and for an examination of the crossings named, and the determination of the question whether

the public good requires the change proposed, or any other change to be made, if the commissioners determine that the above action of the town is such as to require action by the commissioners and give them jurisdiction of the matter.

Wherefore, the petitioner respectfully submits the foregoing for the consideration and order of the commissioners in the premises.

T. A. MACKINNON,
First Vice-President.

JULY 2, 1901.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 17, 1901.

In the matter of the appeal of the Boston & Maine Railroad from a vote of the town of Claremont requiring said railroad to separate the grades upon the Mulberry, Pleasant, Broad, and Chestnut street crossings in said town, a hearing, duly notified, was had at the town hall in Claremont at nine o'clock A. M., August 21, 1901, at which hearing the town was represented by its attorneys, Hon. Ira Colby and Hon. H. W. Parker, its selectmen, and a large number of citizens, and the railroad by its attorney, Hon. John M. Mitchell, and its superintendent, W. R. Mooney, and all parties were fully heard.

It appeared that the vote of the town referred to was largely due to an accident upon the Chestnut street crossing in which two persons were killed a short time before, that the resolution passed was loosely drawn and did not express the judgment and wishes of most of the citizens, who agreed with the officers of the railroad that a separation of the grades upon all the crossings named was impracticable and undesirable, but who felt that something should be done to safeguard life and property against accidents at those points.

The commission concurs in this opinion and votes and orders that the separation of the grades upon the crossings named is impracticable and unnecessary. But it recommends that as soon as it is practicable the managers of the Boston & Maine Railroad and the selectmen of the town of Claremont confer together and if possible work out a comprehensive plan by which the situation upon these crossings and in and about the railroad yard may be improved, and the danger incident to the joint use of the streets and tracks may be reduced to a minimum.

If this is not done the board, upon application of either party,

will make such further recommendations and orders as it deems necessary and just.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,
Railroad Commissioners of New Hampshire.

KEENE ELECTRIC RAILWAY STOCK.

To the Honorable Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents the Keene Electric Railway Company, a corporation duly established by law and having its principal place of business in Keene, in the county of Cheshire, that it has constructed its railway from Wheelock Park in said Keene to the village of Marlborough; that the legislature of the state of New Hampshire at its last session authorized an increase of the company's capital stock to the amount of \$60,000; and that the issue of said increased stock is necessary to enable the company to acquire and pay for additional construction and property requisite to the complete and proper equipment of said railway.

Wherefore, said corporation prays your honorable board for a hearing, and that authority may be granted to issue said increased stock of \$60,000, or such amount thereof as shall be adjudged by your honorable board necessary.

THE KEENE ELECTRIC RAILWAY COMPANY,
By DANIEL R. COLE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 17, 1901.

In the matter of the petition of the Keene Electric Railway, asking the approval of the board to an issue of stock to the amount of \$60,000 in addition to the \$80,000 in stock and \$60,000 in bonds already issued and now outstanding, in order to cancel floating indebtedness to the amount of \$20,000 and to pay for additional construction and equipment to the amount of \$40,000, due notice having been given, a hearing was had at Concord on the 10th day of June, 1901, when said petitioning corporation was represented by its attorney, Hon. C. H. Hersey, and by its superintendent, Thomas Robinson, and at that hearing it appeared from the testimony and specifications submitted that the value of

the property of said Keene Electric Railway already acquired and to be acquired in accordance with the plans and specifications presented and made a part of the petition is slightly in excess of \$200,000, and that said company has already issued bonds to the amount of \$60,000 and stock to the amount of \$80,000, leaving \$60,000 to be provided.

It is therefore voted and ordered that the board approve the issue by said Keene Electric Railway, subject to the provisions of law under which the same is issued, of capital stock to the amount of \$60,000 in addition to the amount already authorized and issued for the purposes and upon the conditions following:

For the payment of floating indebtedness .	\$20,000.00
For additional construction and equipment .	40,000.00

It is further ordered that said railway company open and keep accounts under the above headings, which will at all times show clearly and exactly what amounts have been expended for the purposes above named; and it is made a condition of this approval of the issue of said stock that no more shall be issued for any of the purposes specified than is necessary at par value to pay the actual expense incurred for purposes aforesaid.

HENRY M. PUTNEY,

EDWARD B. S. SANBORN,

Railroad Commissioners of New Hampshire.

KEENE ELECTRIC RAILWAY EXTENSION.

STATE OF NEW HAMPSHIRE.

CHESHIRE, SS.

To the Supreme Court:

The Keene Electric Railway Company, a corporation duly established by law and located in the city of Keene, respectfully represents that it desires to build an extension of its railway from a point in the highway leading from Main street, in said Keene, to Swanzy Center Village, at the town line between said Keene and Swanzy; thence southerly and westerly over and upon said highway, passing the house of Benjamin F. Mead, to the northerly end of the Main street, in said Swanzy Center Village; thence northwesterly and westerly over and upon the highway leading from said village to the factory, over and upon the highway leading from said village to said Swanzy Center Village to its intersection with the highway first above named, and over and upon such bridges and lands as may be necessary to build such extension. The termini of said extension are to be

the point upon said town line above described, a point at or near the Elm House in said Swanzezy Village, and a point at or near the Baptist church in said village of West Swanzezy.

The gauge is to be four feet, eight and one half inches. The distance is about six miles. Said railway is to be laid and operated in the manner usual for electric railways, and the probable cost is sixty thousand (60,000) dollars.

Whereupon said company prays that said court will determine the questions whether or not the public good requires the proposed street railway extension, and whether or not the public good requires that it shall be built upon the proposed route, and for such other orders or decrees as may to said court appear just.

THE KEENE ELECTRIC RAILWAY COMPANY,

By its attorney,

CHARLES H. HERSEY.

To Mr. Justice Chase:

The said petitioners pray that such notice of the foregoing petition as may be deemed reasonable by you may be ordered returnable at the adjourned law term of the supreme court, to be held at Concord on the 15th day of March, A. D. 1901.

THE KEENE ELECTRIC RAILWAY COMPANY,

By its attorney,

CHARLES H. HERSEY.

It is ordered that said petitioners give notice that the foregoing petition will be heard at the adjourned law term of the supreme court, to be held at Concord on the 15th day of March next, at 11 o'clock in the forenoon, by causing a copy of the same and of this order thereon to be published in the "New Hampshire Sentinel" and the "Cheshire Republican," newspapers published at said Keene, each three weeks successively, the last publication to be fifteen days at least before said day of hearing.

WILLIAM M. CHASE,

Associate Justice of the Supreme Court.

SUPREME COURT.

CHESHIRE, SS.

MARCH ADJOURNED LAW TERM, 1901.

It appearing that the notice ordered upon the foregoing petition has been given, it is ordered that said petition be referred to the railroad commissioners to find and report the facts bearing upon the petition, as provided by chapter 156, Public Statutes, and chapter 27 of Pamphlet Laws of 1895.

Attest:

L. W. HOLMES,

Clerk.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 21, 1901.

To the Supreme Court:

The board of railroad commissioners, to whom the annexed petition of the Keene Electric Railway Company was referred, report that they appointed a hearing thereon at the grand jury room in Keene on the 19th day of September, 1901, at 1 o'clock P. M., as appears by the order of notice and return of service thereon, hereto annexed, at which time and place the petitioner appeared by Hon. Charles H. Hersey, its attorney, and no one appeared in opposition. The hearing was adjourned to the office of the board in Concord, at 11 o'clock A. M. of the following day, at which last named time and place no one appearing in opposition, and having heard and fully considered all the evidence presented, the board finds that the public good requires the building of the proposed extension, and requires that it be built upon the proposed route.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,
Railroad Commissioners.

KEENE ELECTRIC RAILWAY LOCATION.*To the Honorable Board of Railroad Commissioners for the State of New Hampshire:*

Respectfully represents the Keene Electric Railway Company, a corporation duly established by law and having its principal place of business in Keene, in the county of Cheshire, that by charter granted by the legislature of New Hampshire it is authorized to construct, maintain, and use a railway over, along, and upon such highways, bridges, and lands in said Keene as may be necessary for the public accommodation, but that it shall not locate its line of road in and over any public highway without first obtaining the consent of the board of railroad commissioners; that for the public accommodation, it is necessary to construct its railway over, along, and upon the following streets, highways, bridges, and lands in said city, to wit: From the junction of Main street with the road to Swanzey Center, over, upon, and along said road southerly to the line between Keene and Swanzey; also from the junction of Elm street with Court street over, upon, and along said Court street northerly and northwest-

erly across the Ashuelot river to the Four Corners, so called, and thence over, upon, and along the Surry West road, so called, northerly to the town line between said Keene and Surry.

Wherefore, said Keene Electric Railway Company prays that your honorable board will give its consent for it to locate its line of road in and over the streets and highways above described.

THE KEENE ELECTRIC RAILWAY COMPANY,

By DANIEL R. COLE,
President.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 21, 1901.

Upon consideration of the foregoing petition and the evidence presented, the consent of the board is hereby given the petitioner to locate its line of road in and over the streets and highways named therein.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,
Railroad Commissioners.

GRADE CROSSINGS IN MILTON.

To the Honorable Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents the Boston & Maine Railroad, a corporation duly existing by law, that at a legal meeting of the voters of the town of Milton, in the county of Strafford and state of New Hampshire, holden on the second Tuesday of March, 1901, the following article appeared in the warrant:

"ART. 9. To see if the town will vote to require the Boston & Maine Railroad Company to station and maintain a flagman at the Nutter crossing, so called, at the south end of Milton Village, and at the Carlisle crossing, so called, at the south end of Milton Village, on the main street in said town, for the better protection of the public, and pass any other vote or votes that may be necessary thereto."

And the town voted "That the Boston & Maine Railroad Company be required to station the flagmen as specified in the article, and voted that the clerk be instructed to notify the Boston & Maine Railroad Company of this vote"; that the Boston & Maine Railroad has received a copy of said vote and hereby applies to

the board of railroad commissioners for an examination of the crossings described in said vote, and a decision of the question whether the public good requires the action proposed or any other action or change to be made.

Wherefore, the petitioner respectfully submits the foregoing for the consideration and order of the commissioners in the premises.

Dated April 6, 1901.

BOSTON & MAINE RAILROAD,
By its attorney,
ARTHUR L. FOOTE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 12, 1901.

In the matter of the appeal of the Boston & Maine Railroad from a vote of the town of Milton at the annual meeting in March, 1901, requiring flagmen at the Nutter and Carlisle crossings in said town, a hearing and examination of said crossings were had September 27, 1901, at which hearing and inspection the town was represented by its selectmen and a number of citizens, and the railroad by its superintendent, and all parties were heard as they desired. From the testimony submitted it appeared that no accident had ever occurred upon either of these crossings during the thirty-one years the railroad trains have run over them, and that while they are so located that they are somewhat more dangerous than many others, the exercise of reasonable care by those using the highways and running locomotives will, as it always has done, prevent injury to persons or property upon them.

But in the judgment of the board they can be much improved by the removal of the knoll or hill in the angle formed by the intersection of the highway and railroad at Nutter crossing, and the cutting of the trees in the angle at Carlisle crossing, which hill and trees greatly obstruct the view of those traveling in carriages and on foot and of trainmen.

Several of the citizens testified that the whistles required by law were not always given, or if given at these points were not heard, and that the narrow escapes which they described were due to this, and while the testimony as to this was somewhat conflicting it raised a doubt which should not exist.

It is therefore voted and ordered that the public good does not require flagmen at said crossings, as demanded by the vote of the town.

It is further voted that the Boston & Maine Railroad should cause the knoll between the highway and its tracks at Nutter crossing, and the trees and shrubs between the highway and its tracks at Carlisle crossing, to be removed and that it should see to it that its engineers in approaching these crossings give the warning whistle, as required by law.

HENRY M. PUTNEY,
EDWARD B. S. SANBORN,
FRANCIS C. FAULKNER,

Railroad Commissioners of New Hampshire.

CAPITALIZATION OF DOVER, SOMERSWORTH & ROCHESTER STREET RAILWAY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 31, 1901.

I certify that, as appears by evidence on file in this office, the Dover, Somersworth & Rochester Street Railway Company has been duly incorporated under the laws of this state;

That the amount of capital stock of said company authorized and issued is three hundred thousand dollars (\$300,000);

That the amount of mortgage bonds authorized to be issued is three hundred thousand dollars (\$300,000);

That the capital stock fully paid in and expended on the railway of said company exceeds 33 $\frac{1}{3}$ per cent of the bonded debt of the company.

EDWARD B. S. SANBORN,
Clerk.

GRADE CROSSINGS IN PORTSMOUTH.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents the Boston & Maine Railroad that the city of Portsmouth on the 27th day of June, 1901, resolved and voted, that "said railroad be notified and requested to erect gates at the following named railroad crossings in said city, viz., Vaughan-street crossing, Russell-street crossing, Green-street crossing, Bartlett-street crossing," and said railroad further represents that it received a copy of said vote on the 28th day of June, 1901, but believing that the public good does not require the

erection of gates at said places or either of them, it does now, within sixty days after receiving a copy of said vote, petition this honorable board of railroad commissioners to examine the within named crossings in said city, and to decide whether the public good requires the changes proposed, viz., whether the public good requires the erection of gates at any or all of the crossings aforesaid, and to make such orders in respect thereto as your board may adjudge the public good requires.

Dated this 15th day of August, 1901.

BOSTON & MAINE RAILROAD,

By its attorney,

J. S. H. FRINK.

Before the day appointed for a hearing upon this appeal the city solicitor of Portsmouth and the counsel for the railroad notified the board that the city council had failed to concur with the aldermen in passing the vote referred to, that the action taken was, therefore, of no effect, and that no hearing by this board was necessary. The case was therefore dismissed.

PETITIONS WITHDRAWN.

The following petitions were withdrawn before the hearings which had been appointed upon them were reached: Of the Portsmouth, Exeter & Newmarket Railroad Corporation for authority to construct a street railway in the towns of Exeter, Stratham, Greenland, Newmarket, and Newfields, and the city of Portsmouth; of the Portsmouth, Great Bay & Dover Railway Corporation for authority to construct a street railway in the towns of Newington, Greenland, Durham, and Madbury, and the cities of Dover and Portsmouth; of the Haverhill & Newton Railway Corporation for authority to construct a road from the state line near Haverhill, Mass., to Newton, all of which were referred to this board by the court for a finding of facts; of the Concord & Montreal Railroad asking the approval of the board to an issue of \$500,000 of bonds to meet the expense of the construction and equipment of its electric branch from Concord to Manchester; of the Black Rock & Salisbury Beach Railroad for an approval of land damages upon its line in Seabrook.

PART V.

FATAL ACCIDENTS.

FATAL ACCIDENTS.

DEATH OF MRS. ARSENETH ROBERTS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 8, 1901.

Investigation at Concord, April 2, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: Milo H. Annis, engineer, Woodsville; George C. Lyons, fireman, Woodsville; Eben Hutchins, crossing tender, Laconia.

Arseneth Roberts, a middle-aged lady, whose home was upon Lyford street near the railroad in Laconia, was struck by the pilot of a locomotive which was drawing passenger train No. 184 from Woodsville to Concord, December 12, 1900, and killed.

It was in the early evening and she was returning home from a Mr. Fitzpatrick's on Messer street where she was cooking during the afternoon. Both her house on Lyford street and Mr. Fitzpatrick's on Messer street are upon the same side of the railroad and in going from one to the other it was not necessary for her to go near the tracks, but for some reason, probably because she thought it was better walking that way, she went down from Fitzpatrick's to the Messer street crossing and over the tracks. Then when the train approached, instead of stepping out of danger she went nearer the rails and was struck and killed. The engineer, Mr. Annis, and the fireman, Mr. Lyons, barely caught a glimpse of her as they went by, but did not think she was hit and passed on to Tilton. The headlights of the locomotive were burning, the whistle had been blown for the crossing, and the bell was ringing at the time. Mr. Hutchins, a crossing tender, was standing in his proper place at the Messer street crossing on the engineer's side of the track swinging his lantern, and saw her as she stepped over the track and was struck, but could do nothing to save her. Knowing her, as he did, and knowing that she lived close by on the side

of the railroad where she was before she went upon the track, he had no reason to suppose she would step into danger, and if he had seen her when she left Fitzpatrick's house would not have attempted to check her. Her course can only be explained upon the theory that as she walked near the track she heard and saw the train, became confused, and without knowing what she was doing, crossed the rails, going directly away from her home and out of her way.

H. M. PUTNEY,
For the Board.

DEATH OF PETER GAGNON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 8, 1901.

Investigation at Concord, April 2, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: William A. Warwick, engineer, East Cambridge, Mass.; F. A. Lindsey, fireman, Somerville, Mass.; Willis S. Kidder, conductor, Concord; Isaac E. Hall, engineer, Charlestown, Mass.; William W. Myers, fireman, Lowell, Mass.

Peter Gagnon, of Manchester, was killed by the engine of express train No. 71 from Concord to Manchester, December 21, 1900, at 2.50 o'clock P. M. He was a wandering character and was walking to Manchester from Hooksett, where he had worked a short time in the factory. When first seen by Mr. Warwick, the engineer, he was about seven hundred feet away, just outside of the rails on the ends of the ties. The engineer gave the danger whistle and threw the brakes into the emergency, but Gagnon paid no attention, and proceeded as he was going, until he was struck by the breast beam and instantly killed. The train stopped seven car lengths below, and the body was taken up and carried to Manchester. A freight train was passing in an opposite direction at the time and its crew saw the man on the track and motioned and shouted to him, but with no effect. He was not near any crossing and had no good reason for being on the track where he lost his life. He did not appear to be intoxicated and the reason why he did not heed the warnings given him can only be conjectured.

H. M. PUTNEY,
For the Board.

DEATH OF B. F. DAVIS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 8, 1901.

Investigation at Concord, April 2, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: Levi C. Wood, general agent, Patrick Dagnon, yard brakeman, Dominick Gallagher, brakeman, all of West Lebanon.

B. F. Davis, a most capable and faithful section foreman, who had charge of the tracks of the Boston & Maine yard at West Lebanon, while attending to his duties, which called him constantly back and forth through the yard, about 8.15 o'clock January 3, 1901, stepped in front of a caboose car which was moving three and a half or four miles an hour, and was run over and so badly injured that he died in the afternoon of that day. A shifting crew, in making up a train, had taken the caboose car from the elevator track and kicked it down on No. 5 track. As it was running slowly along Peter Dagnon, a brakeman, who was riding it in order to control it with the brake, looked up and saw Davis standing between the rails looking down at the switch below, just in front of the car, and before he could do anything to prevent it, the car had struck and crushed him under the wheels. After he was injured Mr. Davis said he was looking at the switch and thinking so intently about it that he did not notice the car. All the operations of the switching crew were as usual in the making up of trains and it does not appear that any one was careless or otherwise at fault, except possibly the victim, who was too interested in his work to take care of himself.

H. M. PUTNEY,
For the Board.

DEATH OF GEORGE PLASSE, JR.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 8, 1901.

Investigation at Concord, April 2, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: William Lovejoy, engineer, West Lebanon; B. G.

Whitcher, brakeman, Concord; S. R. Smith, section foreman, Canaan.

George Plasse, Jr., whose home was in Massachusetts, but who was mentally deranged and had been wandering aimlessly about in Lebanon, Canaan, and Enfield for several days, was killed near Davis' crossing at West Canaan at 3.45 o'clock A. M. February 25, 1901, by a helping engine which was running back to Lebanon from Canaan. Previous to this Mr. Plasse had been put off a Northern train at Canaan because the ticket he had was to Bellows Falls, on another road; he had got upon the track in front of a freight train which, to save him, was stopped so suddenly that it broke in two; and he had been up and down the track in front of trains, giving those who saw him the impression that he was either trying to get killed or was seeking to trouble the trainmen. As the helping engine passed Davis' crossing the fireman said to the engineer that he thought they had struck a man, but as they had no time to spare before reaching West Canaan they went on to that place and made their report. The body was found about fifteen rods from the crossing, and was subsequently turned over to the man's father, who took it away. The young man, as was afterwards learned, was insane or demented, but whether he committed suicide, or accidentally stepped in front of the engine while wandering along the track, is uncertain. The men on the engine appear to have done all that was required by the rules to prevent any accident, and had twice the preceding afternoon saved the life of Plasse by stopping and putting him off the track.

H. M. PUTNEY,
For the Board.

DEATH OF JOHN LITTLE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 15, 1901.

Investigation at Concord, April 10, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: Herbert C. Gale, conductor, George W. O'Malley, engineer, Herbert W. McClintock, brakeman, all of Woodsville.

At 7 o'clock in the morning of November 30, 1900, as freight train No. 9, which was about to start from Woodsville for Berlin, was very slowly moving by the passenger station at Woodsville, and the conductor, Herbert C. Gale, was giving the engineer,

George W. O'Malley, his clearance order they discovered John F. Little lying beside the track parallel with the rails, and upon investigation found that his left leg had been run over and crushed near the body. He was at once taken up and properly cared for, but died of his injuries that afternoon. He was a fireman on a night switching engine, and, having finished his work and taken his engine to the engine house, was passing down through the yard to go to his home when the accident occurred. In answer to inquiries he said that as he was walking beside the train he was struck by something upon the side of it and was thrown or slipped down so that his leg fell across the rail and was run over by two wheels of a flat car, when he drew himself out and lay where he was found outside the track. The testimony of all the trainmen who examined the cars after he told them this, was that nothing protruded from the side of any car, that the doors of the box cars were all closed, and that if he was struck, as he said he was, it must have been as he slipped and fell, which seems improbable, as in that case he would have been thrown from instead of under the wheels. Another fact is that his dinner pail was found between the rails, where it would not have fallen if he had been walking outside. The probability is that, dazed as he was by his injuries, he did not recall correctly what happened just before he fell, and that at that time he was trying to pass over the flat car or between that and the next one so as to go to his home without waiting for the train, which was not moving more than two miles an hour, to pass, and that in making this attempt he slipped and fell. There was a light snow upon the ground, but the yard was in good condition and there were no marks to indicate that he slipped outside the track or was dragged on the rails after he fell. He had no connection whatever with train No. 8, which was being carefully handled by a crew which was in no way at fault.

H. M. PUTNEY,
For the Board.

DEATH OF GEORGE BALLOU AND ARTHUR KELLEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 15, 1901.

Investigation at Concord, April 10, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: Samuel W. Bartlett, engineer, Samuel G. Nute,

fireman, Henry B. Eaton, conductor, all of Concord; Carl F. Closson, baggagemaster, Revidy J. Bennett, Harry Campbell, William H. King, all of Franklin.

George H. Ballou and Alfred W. Kelley, residents of Hill, were killed upon Kimball's crossing, a short distance above Franklin station on the Concord division of the Boston & Maine Railroad, at 5.15 P. M., January 19, 1901, by passenger train No. 184 from White River Junction to Concord. This crossing is little used. It is a part of a road leading from the main highway to a small settlement upon an elevation on the east side of the railroad track. The first house beyond the railroad to the east is Revidy J. Bennett's. It stands upon the edge of a bank high above the track. The two men, Ballou and Kelley, had driven over this crossing from the main road to Bennett's house to sell him the horse they drove. Not succeeding they turned and drove down the steep hill to the main road out of his sight. Hearing the whistle of an approaching train, Bennett stood where they left him and looked across behind some obstruction to see what happened. A moment later he heard a crash and, running down to the spot, found that the train had struck the team, smashing the sleigh and instantly killing both the occupants. The train was running perhaps twenty-five miles an hour. Its headlight was burning and its whistle was blown for the crossing; its crew were in their places. The engineer did not see the team because from his position he could not. The fireman saw it about a hundred feet away as it passed upon the track at the rate of six or eight miles an hour, and shouted to the engineer, who brought his train to a stop as soon as possible. The crossing is a very blind one. The weather was the coldest of the season, the mercury registering 19 below zero. One of the men wore a heavy ulster with a high collar, the other a cap drawn down over his ears and a scarf. In all probability they did not see or hear the train and drove upon the crossing without thinking anything about it.

That the trainmen discharged all their duty is well established by the evidence.

H. M. PUTNEY,
For the Board.

DEATH OF CATHERINE McMANUS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 29, 1901.

Investigation at Manchester, April 23, 1901.

Hon. Cyrus H. Little appeared for the railroad and Mr. P. H. Sullivan as administrator of the estate of Mrs. McManus.

Witnesses: Cornelius Doherty, engineer, Concord; William L. Diamond, fireman, Lyme; John W. Rowley, Asa W. Richardson, Mary Foley, Bridget Cromie, Peter Fournier, all of Manchester.

As Catherine McManus, an elderly woman employed by the Amoskeag Manufacturing Company in Manchester, was going from her work in No. 1 Mill, at about 5 o'clock, October 17, 1900, she passed out of the gate of the company over the bridge across the canal, and upon the tracks of the Boston & Maine Railroad to Canal street, intending to go to her home, this being the usual and proper route by which she and many other employees of the corporation go to and from the mill yard.

As she left the canal bridge, passenger train No. 95 from Boston to Concord, having just left the Manchester station, approached the Amoskeag crossing running about twelve miles an hour, and as she hurried forward and stepped over the rail the locomotive struck her and hurled her to the ground between the two tracks, inflicting injuries of which she died soon after. The train was stopped before it left the crossing and all possible assistance was given her, but it availed nothing. This accident was witnessed by two other women, who were passed by Mrs. McManus as she hurried toward the crossing, by two gentlemen, who were looking out of the windows of the Amoskeag counting room a few feet distant, and by an intelligent boy, who sat upon a post in the fence close by. They substantially agree that she was looking straight towards the train as it approached, and that as it neared the crossing she hastened along as if she intended to pass in front of it. As she said nothing to any one as to her purpose it cannot be certainly ascertained but, in all probability, she thought if she hurried she had time to cross into the street and attempted to do so, knowing that the locomotive, whose headlight was lighted and whose bell was ringing, was running towards her. Her mistake cost her life which no one else could have saved.

H. M. PUTNEY,
For the Board.

DEATH OF ALBERT LANDRY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 29, 1901.

Investigation at Manchester, April 23, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: C. F. Carr, conductor, Somerville, Mass.; William Moher, police officer, Manchester; Hiram P. Wilson, conductor, H. H. Seeley, fireman, Concord; F. P. McClure, engineer, Boston; F. R. Clark, fireman, Malden, Mass.

March 29, 1901, Albert Landry of Nashua, a man whose mental faculties had been somewhat impaired by illness, left his home without the knowledge of his family and took a passenger train for Concord in order, as he said, to consult Mrs. Eddy as to his ailments. As he had no ticket the conductor ordered him off at Manchester and left him in charge of those about the station. Later in the day, at their suggestion, he got upon a down train to go back to Nashua, but before that train had passed out of the Manchester yard its conductor found he had no ticket, told him he could not ride without one, and, at his request, stopped the cars and allowed him to get off. This was at 4.15 P. M. The next morning his dead body was found on the south-bound track about a mile south of Goffe's Falls and six miles from Manchester, run over by some one of several trains that passed in the night. Evidently after leaving the cars in the Manchester yard he started to walk to Nashua and having gone six miles probably became weary and sat or lay down upon the track so that he was not seen by any one or the train that struck him.

H. M. PUTNEY,
For the Board.

DEATH OF FRANCESCO MERAGLIO.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 6, 1901.

Investigation at Portsmouth, May 1, 1901.

Mr. E. J. Rich appeared for the railroad and Mr. Crowley for the heirs of Mr. Meraglio.

Witnesses: John Trainer, stationary engineer, Boston, Mass.; Stephen E. Jones, freight conductor, Portsmouth; James P. Cal-

lan, brakeman, Salem, Mass.; Charles C. P. Allen, fireman, Portsmouth; Alfred Ham, engineer, Portsmouth.

Francesco Meraglio, an Italian laborer in the employ of McKale & O'Connor, contractors, was fatally injured upon the track of the Boston & Maine Railroad near Hampton, January 12, 1900, at 8 o'clock A. M., by the tender of the locomotive of a construction train consisting of four cars of ties and a buggy that was being backed along cautiously at a slow rate of speed and had just whistled for a nearby crossing. He was engaged as he had been for three days in carrying water from a spring on the west side of the railroad over the track to a hoisting engine that was stationed about eight feet from the rails and was being used by McKale & O'Connor, his employers, in handling stone. Previous to his assignment to his work other Italians had done it and in passing back and forth had made a temporary crossing or path there. Martin Lyons, the contractors' foreman under whose direction he worked, had repeatedly warned him to look carefully up and down the track and see if an engine was coming before he crossed it, but at that time, having carried two pails of water to the stationary engine, he started back for more, and, as it would appear, did not look along the track, but stepped upon it or so near it that he was struck by the corner of the tender and thrown to the ground, receiving injuries of which he died the next day at Newburyport, to which place he was taken after the accident. About two hundred feet from the place where he was hurt there is a regular crossing where a flagman is stationed, and he was at his post when the accident occurred. There had also been a flagman upon the track opposite the stationary engine, whose business it was to watch the boom of the engine and when it was swinging across the track to warn approaching trains, and do whatever was necessary to prevent accidents. He was employed by the Boston & Maine; that morning he was late and had not arrived when Meraglio was struck. If he had been there he might possibly have kept him out of danger, but it does not appear that the Italian had any reason to depend upon the flagman to save him and that if he had heeded the warning given by the foreman, or exercised ordinary caution, he would not have been hurt.

H. M. PUTNEY,
For the Board.

DEATH OF WARREN FOSS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 6, 1901.

Investigation at Portsmouth, May 1, 1901.

Mr. J. H. Rich appeared for the railroad.

Witnesses: William Willoughby, engineer, Frank P. Mellen, fireman, Nashua; John P. Hurley, baggagemaster, Worcester.

February 21, 1900, Warren Foss was feeding some stock, which he was taking through to Boston, with some hay which he was taking from a car that stood upon a siding about half a mile from the Rochester station, upon the Worcester, Nashua & Portland division of the Boston & Maine Railroad. At 2.30 P. M., a passenger train left the station, and as it whistled for the crossing attracted his attention and he suspended his work and leaned up against the car on the siding to let it pass. A bale of hay lay beside him. The engine passed the hay but a step on the first car caught it and hurled it violently against Mr. Foss, throwing him against the moving train and then to the ground, from which he was taken, dead. Whether he was killed by the bale of hay or was struck by the housing boxes of some of the cars is uncertain, but it is clear that the accident was due to his leaving the hay where he did.

No responsibility can be attached to the crew of the passenger train.

H. M. PUTNEY,
For the Board.

DEATH OF JOHN SMITH.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 6, 1901.

Investigation at Portsmouth, May 1, 1901.

Mr. E. J. Rich appeared for the railroad.

Witnesses: Charles W. Murray, electrical inspector, Concord; Charles F. McLaughlin, lineman, John E. Freedy, drill runner, Arthur F. Howard, assistant superintendent, all of Portsmouth.

John Smith, a lineman, who was engaged in stringing wires for the Boston & Maine Railroad upon its electric road in Portsmouth, while standing on a ladder that was set against an iron

pole at the freight station in that city, in order to do his work put his bare arm over a wire that was attached to the pole and received a shock which killed him instantly. He undoubtedly supposed that the wire from which this shock came was a dead one, as the pole was the last one in the system and the wire was used to support it by fastening it to the freight station, but it proved at that time to be alive, having been charged in some way from the feed wires. That he might easily have tested it and saved himself is apparent, but it is also to be said that few would have been so cautious as to do this, and the accident, while it teaches the necessity of extra care in such work, must be classed with those that are to be expected in connection with his occupation.

H. M. PUTNEY,
For the Board.

DEATH OF FRANK GOVE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 6, 1901.

Investigation at Portsmouth, May 1, 1901.

Mr. E. J. Rich appeared for the railroad.

Witnesses: Frank G. Robinson, conductor, Henry H. Wilson, engineer, Arthur H. Brown, fireman, Edward E. Nowell, station agent.

Frank Gove, a dissolute man who had just been discharged from the house of correction in Exeter, went to Newfields, became intoxicated, and started about 5 o'clock in the afternoon of October 3, 1900, to walk down the Boston & Maine track towards his home. An hour later he was struck and instantly killed about two miles distant by the locomotive of a special passenger train from Alton Bay to Lawrence. The night was very rainy and dark and he was not seen by the engineer until his mangled body was thrown up over the cowcatcher. He was either walking between the two tracks and when he heard the noise of the train stepped in front of it, or he was between the rails where he was struck, which appears probable, as he had moved but two miles in an hour.

H. M. PUTNEY,
For the Board.

DEATH OF GEORGE FOSTER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 13, 1901.

Investigation at Keene, May 7, 1901.

Mr. W. A. Barker appeared for the railroad.

Witnesses: C. R. Lamphere, conductor, Windsor, Vt.; C. W. Brown, engineer, Bellows Falls, Vt.; G. E. Proctor, fireman, G. C. Hammond, baggagemaster, C. H. Stone, brakeman, all of Windsor, Vt.

At 7.14 o'clock P. M. July 3, 1900, as train No. 33 on the Connecticut division of the Boston & Maine Railroad, going north, rounded the curve near the ledges about two miles above Bellows Falls, Mr. Brown, the engineer, saw two men standing on the track about fifteen rods beyond him, motioning and shouting to the crew of a freight train that was going in the opposite direction on the south-bound track. He at once blew the danger whistle and applied the brakes and one of the men stepped off the track and tried to pull his companion with him, but did not succeed, and the locomotive struck the one between the rails, throwing him into the air and upon the ground, killing him instantly. The victim was George Foster, a lumberman, who came from Maine. The two had been at work upon a log drive in the Connecticut river during the day and were walking down to the camp for the night. There was no crossing within a mile of them, and no reason why they should not have walked in the highway which runs parallel to the railroad except that they preferred that route. They had no business whatever upon the track, and no other was in any way responsible for the fatality.

H. M. PUTNEY,

For the Board.

DEATH OF JOHN CALVIN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 13, 1901.

Investigation at Keene, May 7, 1901.

Mr. W. A. Barker appeared for the railroad.

Witnesses: William Hayes, conductor, B. F. Wyman, brakeman, F. Sargent, brakeman, D. W. Sullivan, engineer, all of Bellows Falls, Vt.

John Calvin, a boy 12 or 13 years old, an older brother, and another lad left their home in North Walpole about 6 o'clock in the morning of July 14, 1900, to go berrying on the opposite side of the railroad track from where they lived. Instead of going in the highway and over the crossing, they took their course through the railroad yard twelve or fifteen rods below the crossing, and finding their way obstructed by some freight cars that were being made into a train, attempted to pass between two of them, which were a few inches apart on the track. Just as the younger Calvin boy was pushing through between the drawbars of these cars, the engineer of the shifting crew, in response to a motion by the conductor, set the forward one back that it might couple to the other and the boy was caught between them and crushed to death. The engine and car were at once moved forward a little and the body fell to the ground. It was disclosed during the investigation that it is the constant practice of people, and especially of boys, not only to pass through and stroll about the railroad yard but to climb upon and crawl over, under, and between the cars at North Walpole, that the trainmen are obliged to constantly warn them and chase them out of danger, and that the warnings given them have no effect except for the time being. So long as this continues the utmost vigilance on the part of the railroad employees will not suffice to prevent such accidents as this, which was clearly due to an unnecessary trespass by the victim.

H. M. PUTNEY,
For the Board.

DEATH OF FRANK M. HEWES.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 13, 1901.

Investigation at Keene, May 7, 1901.

Mr. W. A. Barker appears for the railroad.

Witnesses: A. W. Cannon, conductor, North Cambridge, Mass.; C. H. Brown, engineer, E. B. Cook, fireman, A. W. Savage, brakeman, Dennis Donovan, conductor, all of Keene; M. J. Coughlin, conductor, Fitchburg, Mass.; M. Enright, brakeman, Troy; R. A. Ball, brakeman, Fitchburg, Mass.; M. F. Spaulding, brakeman, East Fitchburg, Mass.

Local freight train No. 561 on the Fitchburg division of the Boston & Maine Railroad reached Fitzwilliam from Fitchburg

an hour late, at 11 o'clock A. M., August 22, 1900. It contained fifteen cars, including two empty box cars for ice and a car loaded with crushed stone which were to be left at Fitzwilliam, the stone being designed for use in the reconstruction of the station platform there. On reaching Fitzwilliam this train took the side track to pass around a work train on the main line, kicked out the stone and ice cars to the main line, and having done some other shifting passed on to Troy. The work train consisted of eight cars and the engine, and was engaged in dumping gravel and cinders at the station. When the three cars from the local freight were kicked in upon the main line they were behind the work-train engine, and the engineer, as he says, backed down and hitched on to them so that his train, as then constituted, was composed of the locomotive with the three cars from the local behind it and eight work cars in front of it. From that time on for about an hour and a half the train made up in this way moved back and forth in the vicinity as its conductor directed in doing the work at the station, and no one suspected that it was not securely coupled together. Then Mr. Enright, the section foreman, who had been assisting the work crew and was riding on the lower step of the tool car, looked up and saw that the three cars behind the engine had broken away and were running down the track five or six hundred feet distant. He at once informed the engineer and fireman and they pulled the pin and with the engine started in pursuit, and ran as far as Simon's switch, when they saw the chase was useless and returned.

Meanwhile express passenger train No. 517, which had left Boston for Bellows Falls at 11.01 A. M., was approaching Fitzwilliam at the rate of forty-five miles an hour. It had the right of way, and, so far as its crew knew or had reason to suppose, an open and safe course. When it reached a point about two miles below Fitzwilliam it met the fugitive cars, and a collision occurred in which the passenger engine telescoped the two box cars and was thrown from the track wrecked. Its engineer, Frank M. Hewes, was crushed to death and its fireman, Walter E. Judd, somewhat injured. The passengers escaped with bruises which were not very serious. That the accident is chargeable to the carelessness or disregard of rules by some of the crew of the work train is clear, but the testimony which should fix the responsibility is conflicting and confusing. Two theories are advanced to account for the parting of the three cars from the engine: first, that it was never coupled to them, which appears improbable, for they had followed it back and forth by the station for more than an hour, and, secondly, that the coupling

was imperfectly done, and that while the couplers were in good condition, which is not denied, they parted as they did because some of the crushed stone or other dirt prevented them from closing securely. Dennis Donovan, the conductor of the work train, swears positively that he did not couple the cars to the engine and did not know that they were there, as he was at work about the station at the time. C. W. Brown, the engineer, says he thinks the cars coupled themselves when his engine backed up against them. On the other hand, E. B. Cook, the fireman, says Donovan made the hitch, and R. A. Ball, a flagman, testifies that Donovan rode up to the cars on the foot-board of the engine and opened the knuckle that the hitch might be made. M. J. Spaulding, a brakeman, also testifies that he saw Donovan riding down on the engine, and the weight of evidence is decidedly that Donovan knows more of the matter than he admits. The engineer was riding in the cab and the fireman ran the engine. Why neither noticed that the rear of the train had left them until an outside workman told them cannot be satisfactorily explained. The work train had a work order which entitled it to use the track, keeping out of the way of all regulars, but this did not, in our judgment, justify its crew in operating a train with an engine in the middle, as this was made up for an hour and a half on a track where regulars were nearly due. Those having the responsibility appear to have proceeded with too much regard for their own comfort and convenience. That they were industrious and anxious to hasten the work is undoubtedly true, but they were neither vigilant nor careful. Their movements, it seems to us, were directed by a desire to save time and work, rather than a proper disposition to avoid all risks, and the accident was the result.

H. M. PUTNEY,
For the Board.

DEATH OF GEORGE SEAVEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 20, 1901.

Investigation at Concord, May 15, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: William R. Kimball, engineer, W. F. Balch, car inspector, C. F. Hawker, assistant yardmaster, all of Woodsville. .

A man who called himself George Seavey, who had been at

work for a paper company at Wildwood, attempted to cross a track in the Woodsville yard in front of train No. 71, from Concord, and was struck and killed by the locomotive at half past six o'clock P. M., March 22, 1901. He had a small child which he had hired boarded in the neighborhood, but where he came from is unknown. That afternoon he had been going about the yard inquiring if the freight trains that were up there were going to Wells River and if the cars were locked. When he was killed he was from ninety to a hundred rods from any crossing in the yard, and was moving as if he intended to pass out upon the main lines, but for what purpose is doubtful. He was a trespasser in the yard, and it may be that he was there to steal a ride on some of the outgoing freights. As he could not be seen by the men on the engine until he suddenly stepped in front of it, they could do nothing to save him. No one has appeared to claim the child, which has been given to other parties, and nothing is known of his antecedents, habits, or purposes. It is thought that the name he gave was an assumed one.

H. M. PUTNEY,
For the Board.

DEATH OF CHARLES A. MAILLARD.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 20, 1901.

Investigation at Concord, May 15, 1901.

Gen. John H. Brown appeared for the railroad and Mr. N. B. Hale, Mr. T. N. Madigan, Jr., and Mr. D. C. Howe appeared for the heirs of Mr. Maillard.

Witnesses: James Fitzgerald, assistant yardmaster, Antoine Martin, yard brakeman, Roland S. Gilpatrick, A. H. Blake, engineer, all of Concord.

Charles A. Maillard, a brakeman, was killed in the Boston & Maine Railroad yard at Concord, by shifting engine No. 439, April 18, 1901, at 2.20 o'clock P. M. The crew of this engine consisted of James Fitzgerald, yardmaster, A. H. Blake, engineer, a fireman, and three brakemen, Messrs. Martin, Maillard, and Demarais. Just before the accident the engine had been to the freight house and taken out three cars. When they were disposed of it backed upon track No. 3, took out the first car on that track and run it through track 14 in order to back upon track 15 and take on another car to the repair track. As the crew rode up on

track 14 Mr. Martin stood on the forward end of the engine on the footboard on the east side and Mr. Maillard on the west side. Mr. Fitzgerald and Mr. Demarais were with the engineer. The movement was very slow, probably not more than three miles an hour, and when they reached the 15 switch Fitzgerald and Demarais stepped off, and immediately after Mr. Martin also stepped from the running board to the ground on his side of the track. When the engine and the car attached to it had barely passed over the switch they stopped in response to a motion by Fitzgerald because they had gone far enough to go upon No. 15 track, and looking by chance in that direction he saw Maillard's feet on the track behind the ash pan of the engine. The crew at once did what was necessary to get the victim from under the wheels, and when they had done so, found that he had been run over and killed and then dragged about twenty-five feet, or most of the distance the locomotive had run after passing the switch. None of the crew saw Maillard after he was standing on the running board until his dead body was found behind the ash pan, but Roland S. Gilpatrick, who stood upon the highway bridge over the yard, watching the shifter, saw Martin step off to the east, and a moment later saw Maillard, with whom he was well acquainted, step to the front and sink to the ground so that the engine at once rolled upon him and crushed him to death, which is all that can be stated positively in regard to the fatality, but the probability is that Mr. Maillard intended to step upon the track and then to one side, and that when his foot reached the ground he turned his ankle or tripped and before he could recover himself was killed. He was an experienced and faithful man and was in the discharge of his duties, as were all those at work with him.

H. M. PUTNEY,
For the Board.

DEATH OF GEORGE LEMISE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 20, 1901.

Investigation at Concord, May 15, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: Mrs. George Lemise, Manchester; Amos H. Messer, engineer, Concord; Arthur E. Colby, fireman, Bow; James E. Orrill, Manchester.

George Lemise, whose mind had been shattered by disease, wandered away from his home in Manchester in the early morning of April 19, 1901, and went up the railroad track towards Hooksett. When passenger train No. 41 from Boston had reached a point about half a mile above Martin's Ferry at 11.45 A. M. the engineer saw Lemise walking between the two tracks on the end of the ties. Thinking he might be in danger he blew a warning signal, but the man apparently paid no attention, and as the train, which was running forty miles an hour, neared him, stepped directly in front of it and was instantly killed. It is clear that Mr. Lemise was not capable of taking care of himself and to this fact his death was due. His family, deprived as they were of his earnings, could not afford to watch him, and cannot be blamed for allowing him to go at large, but no one else can be held responsible for the fatality.

H. M. PUTNEY,
For the Board.

DEATH OF A. A. McNULTY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 31, 1901.

Investigation at Concord, May 29, 1901.

Gen. John H. Brown appeared for the railroad and Mr. M. O'Grady appeared for the father of Mr. McNulty and Martin & Howe for the brother and sister. John E. McNulty of Lyndonville, Vt., a brother, was present at the hearing.

Witnesses: John L. Brown, yard brakeman, Arthur A. George, engineer, Clarence E. Cone, engineer, Fred A. Smith, yard brakeman, all of Concord.

A. A. McNulty, a yard brakeman, was fatally injured in the railroad yard at Concord, about 4 o'clock in the morning of May 4, 1901. He was twenty-nine years of age and had been railroading ten years, most of the time in that yard, where he was known as a very capable and faithful man. At the time of the accident he was at work with a crew consisting of John L. Brown, C. M. Hatch, E. M. Brockway, and himself, with engine No. 439, and was engaged in making up the Peterborough & Hillsborough freight, upon the upper end of track No. 5. In the performance of his duty he rode a string of six cars, which were backed in upon this track, in order to regulate their speed, and when they reached another car, to which they were to be

coupled, to make the hitch or see that it was made automatically by the impact. As they did not have momentum enough to run down to the standing car, he left them and went over to the next track and gave a motion to Mr. Brown, who was walking on the ground, and who gave it to the engineer at work on that track. Soon after, Mr. Porter, a brakeman, who was at work with the second crew, and Mr. Demarias, the conductor of that crew, discovered McNulty under the first of two cars that had been kicked in from the lower end of the No. 5 track by them. He lay unconscious between the rails with the car standing above him. He had not been run over but had apparently been crushed to the ground in such a way as to be so injured internally that efforts to restore him were in vain and he died soon after at the hospital to which he was taken. His lantern lay near by and one of his shoes had the appearance of having been run over or twisted by a train out of shape. As no one saw him after he left the cars on which he rode in on No. 5 track and gave the motion to Mr. Brown, it is impossible to tell just how he was injured. Possibly his attention was so fixed upon the cars above him on the north end of No. 5 track that he did not notice the two that were kicked in from the lower end, one of which ran over him, but when the injury to his shoe is considered it seems more probable that as he stood there he saw the two cars coming and was backing up ahead of them in order to make a hitch between them and another that stood still above them, and caught his foot in a joint in the rail, lost his balance, and fell. These two cars had been kicked in by another crew but, it was his duty, as he was there, to see that they were hitched to the one standing above, and this may have been his intention. These cars had no one upon them or in charge of them after they were given momentum enough to carry them in where they were wanted. The work of all the crew that night was the same as usual when they are making up trains, and it does not appear that any member of either was negligent or reckless, or that if a man had ridden in the two cars, as it is suggested some one should have done, he would have prevented Mr. McNulty from stepping or standing in front of them.

Night work in railroad yards where trains are constantly moving is at best most hazardous, and only the exercise of the utmost care by every man engaged in it can give him even moderate assurance against such accidents as this.

H. M. PUTNEY,
For the Board.

DEATH OF FRANK ROCK.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 10, 1901.

Investigation at Manchester, June 5, 1901.

Mr. C. J. Hamblett appeared for the railroad.

Witnesses: Leon F. Mills, freight conductor, Frank E. Warren, engineer, J. F. Lefever, brakeman, Louis Dube, Joseph F. King, all of Nashua.

As a freight train was leaving Nashua for Ayer Junction and was slowly passing the Main-street station in Nashua at 8 o'clock P. M. November 29, 1900, Frank Rock, a young fellow who had no business but was loafing about the depot, said to some companions that he was going to board the train and ride up to the theater crossing, which is the second one above. He then walked out to the track, caught hold of the handles on the passing caboose car, and tried to swing himself upon it, but failed in the attempt, and fell upon the track in front of the car wheels, which passed over him and crushed him to death.

H. M. PUTNEY,
For the Board.

DEATH OF JAMES C. BUZZELL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 10, 1901.

Investigation at Manchester, June 5, 1901.

Mr. C. J. Hamblett appeared for the railroad and Mr. J. J. Doyle for the heirs of Mr. Buzzell.

Witnesses: W. H. Morse, engineer, T. A. Nason, conductor, Oliver Walters, switchman, Frank E. Warren, engineer, L. F. Mills, conductor, P. E. Homans, brakeman, Louis Dube, Simeon Lefevre, all of Nashua.

At 3.40 o'clock A. M. December 11, 1900, Boston & Maine switching engine No. 453, which was running upon the main track through the west yard of the Boston & Maine Railroad in Nashua to take some cars from that track to the lead track, collided with engine No. 589, which had hauled an extra freight from Worcester and was running toward the station. The

switching engine was wrecked and James C. Buzzell, its fireman, was fatally injured, the engineer, W. H. Morse, saving himself by jumping from the cab when he saw an accident could not be prevented. The freight engine, which was much the heavier of the two, was not much damaged and its engineer, Frank E. Warren, and his fireman escaped without serious injury. At the west end of the yard, where this collision took place, there is what is known as the distance semaphore, and 1,800 feet to the east one called the home semaphore, from which lights are displayed to inform trainmen when tracks are occupied and when they are clear. This distance semaphore had been out of repair and had not worked regularly for some time previous, but as the train from Worcester was an extra freight and therefore running under the rule that such trains must enter yards under control and cautiously, expecting to find tracks occupied, whether this semaphore worked that night, of which there is some question, is not material in this case. The home semaphore signal was set against the main line as was also the signal upon the switch between the two semaphores near the point where the engines run together. That is, these signals were set so as to inform trainmen coming in from Worcester that their main line was occupied and that they must not run over it. In other words, the switching engine had the right to the track on which it was working and its engineer and fireman had the right to assume, as they did, that they could proceed out on the main as far as was necessary in order to switch upon the lead track in safety. They were working carefully and cautiously, moving at a moderate speed, and doing what they were required to do. In jumping to the ground when he had done all in his power to stop after he saw the approaching freight, the engineer was only prudent, and the fireman sacrificed his life by remaining at his post. The collision was due, as he frankly admits, to a mistake of Mr. Warren, the engineer of the freight train. As he entered the yard and passed the distance semaphore he slowed down, as the rule required, and proceeded along the main line until he saw the home semaphore so set that it warned him not to go by it upon the main track. But he got confused as to the switch lights, which he thought told him to go ahead, and he also thought he saw further along a man with a lantern motioning him to proceed. He therefore went ahead until he was so near the switching engine that it was impossible for him to stop until he ran into it. The man with a lantern was either Oliver Walters, a switchman, who from the fireman's side gave a motion to stop, which was mis-

understood, or some one much farther up the yard who was attending to other trains. In the darkness lights in line, though far apart, appeared to be near together, and this may have been one reason for the mistake which cost a faithful man his life.

H. M. PUTNEY,

For the Board.

DEATH OF DENNIS O'BRIEN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 10, 1901.

Investigation at Manchester, June 5, 1901.

Mr. C. J. Hamblett appeared for the railroad.

Witnesses: John Q. Farley, switchman, Edward McCone, gate tender, Frank M. Jones, baggagemaster, Charles G. Hodgman, yardmaster, all of Dover.

Dennis O'Brien, a tramp shoemaker, who with several others of the same character had been hanging about the railroad station at Dover March 4, 1901, and with them attempted to board train No. 122 from Portland to Boston as it was leaving the Dover yard, in order, as they said, to steal a ride to some other place, was thrown under the wheels of the smoking-car and so crushed that he died at the hospital in that city the next morning. He threw his life, which seems to have been a worthless one, away.

H. M. PUTNEY,

For the Board.

DEATH OF OLNEY B. BEEDE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 10, 1901.

Investigation at Concord, May 29, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: William R. Kimball, engineer, Gonic; William L. Bailey, fireman, Woodsville; and Charles R. Bean, Lakeport.

On the 8th of May, 1901, Olney B. Beede was killed by being struck by one of the steps of the second car of passenger train No. 71 going north, at the bridge south of Cook's sawmill in Laconia. Mr. Beede had been fishing from this bridge, and,

according to the testimony of the engineer, fireman, and Charles R. Bean, who stood near by when he heard the train whistle for the crossing above the bridge, he took a step or two between the rails as if to leave, and then appeared to catch his line upon a timber, and as he could not free it he got down upon his hands and knees upon a stringer that runs lengthwise of the bridge to hold the ties in place, thinking the train would clear him. The engine passed him safely, when his hat blew off and he grasped at it, throwing his body toward the rail into such a position that the car step struck him, breaking his shoulder and hurling him into the stream below. He was probably dead when he reached the water. His body was recovered soon after. The train was on time, running according to schedule, and its crew were performing all their duties. Mr. Beede was a trespasser upon the bridge, but he would not have suffered if the gust of wind had not carried away his hat and caused him involuntarily to change his position on the side of the bridge.

H. M. PUTNEY,
For the Board.

DEATH OF J. F. MCGIVNEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 17, 1901.

Investigation at Lancaster, June 11, 1901.

Hon. I. W. Drew appeared for the Maine Central Railroad.

Witnesses: H. W. Jordan, conductor, Fred Henry, brakeman, Eben Resden, brakeman, all of Bartlett; C. F. Stuart, fireman, Berlin; H. A. Weymouth, sectionman, Willey House.

James W. McGivney, an experienced, capable, and faithful brakeman in the employ of the Maine Central Railroad, fell between the cars of an extra freight train from Lunenburg to Bartlett, and was run over and instantly crushed to death near the Willey House May 24, 1901, at 10.10 P. M.

The train consisted of thirty-two cars, of which twenty-five were equipped with air brakes. Its crew included three brakemen, of whom Mr. McGivney was one, his station being at the head end. At the Willey House the engine and cars were examined, as usual, and found to be in perfect condition, and the train started down the mountain towards Bartlett. It was necessary in order to hold the cars on the steep down grades to set up the retainers upon them, and after they started from Willey's McGivney, who was upon the engine and had told the engineer

everything was "all right," went back over the tender to perform this duty on the head section. A few minutes later his lantern was seen upon the second car, where he undoubtedly was at that time. Soon after the train passed, H. A. Weymouth, a sectionman who had been out upon the road, returned to the section house at Willey's and found McGivney's body upon the track about one hundred rods below. He at once telegraphed Bartlett, and took the necessary measures to care for the remains. When the train reached Bemis station, the other brakemen discovered that McGivney was missing and searched for him in vain, but as there was no telegraph station there the crew proceeded with the train to Sawyer's river, when a sectionman was found and sent back, while they proceeded to Bartlett. The night was dark and the tops of the cars were slippery. Although there was no witness to the accident, it is nearly certain that Mr. McGivney slipped while passing over the cars or while setting up a retainer and fell across the rail beneath.

H. M. PUTNEY,
For the Board.

DEATH OF NEIL McIVER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 17, 1901.

Investigation at Lancaster, June 11, 1901.

Hon. I. W. Drew appeared for the Boston & Maine Railroad.

Witnesses: F. A. Carr, conductor, Woodsville; J. G. Nourse, engineer, Frank S. Merrill, fireman, Edward Gormley, brakeman, Lancaster; Geo. W. Wallace, brakeman, Woodsville.

As Engineer J. B. Nourse was running a log train from Berlin to Whitefield, on the Boston & Maine Railroad, about 4.43 P. M., December 10, 1900, he saw soon after he had left Hazen's a man walking towards him upon the Maine Central track, which there runs parallel and close to the Boston & Maine. There was a deep snowbank between the two tracks and Mr. Nourse supposed, of course, that the foot traveler would remain upon the Maine Central, where he was safe, but when the engine was within two or three rods of him, he left that track, went over the snowbank and so close to the Boston & Maine iron that he was struck by some part of the locomotive and killed. The train was at once stopped and the body was taken up and carried to Whitefield, where it was learned that the man's name was Neil McIver, and that his

home was in that town. He was an old man and he had been drinking that day, but why he was walking upon the track or why he threw his life away as he did cannot be ascertained.

H. M. PUTNEY,
For the Board.

DEATH OF EDWARD SPAULDING.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 18, 1901.

Investigation at Lancaster, June 11, 1901.

Mr. Irving W. Drew appeared for the Boston & Maine Railroad. Mr. Spaulding's widow and legal representatives were notified of the time and place of investigation, but did not appear, and it being understood that they did not desire to be present, the evidence taken by the coroner at the inquest, held on the day of the accident, was presented to the board, and as this evidence was full and complete, no other testimony was introduced.

The witnesses before the coroner were J. A. Harris, engineer; K. B. Aldrich, fireman; Fred Robshaw, conductor; George Sutherland, brakeman; Robert P. McCartan, brakeman; and F. A. Hannaford and Charles Hutchinson, who were eyewitnesses of the accident.

Edward Spaulding, a gentleman seventy-one years of age, while driving on the main road leading from Northumberland to Groveton Village, was killed at Gray's crossing about 3 o'clock in the afternoon of November 13, 1900, by freight train No. 13 of the White Mountains division of the Boston & Maine Railroad.

The train consisted of five cars, all equipped with air brakes. It was on time, and as it approached the crossing was running at a speed not exceeding seventeen miles an hour. The engineer whistled for the crossing, and just before reaching the crossing, saw Mr. Spaulding's team coming along at a slow trot. He supposed it would stop, but when he saw that no attention had been paid to the crossing whistle, he gave three or four short alarm whistles, and applied the brakes. Mr. Spaulding apparently paid no attention to either whistle, nor were his horses frightened or startled, but continued on at the same gait over the crossing. The engine struck the rear wheels of the carriage, tipped them up, and threw Mr. Spaulding against the engine and under the wheels. When the train came to a stop, the rear end was but a

short distance north of the cattleguard, and the horses stopped and stood just over the crossing, apparently but little frightened.

Mr. Hannaford met Mr. Spaulding when he was about seventeen rods from the crossing, spoke to him, and thinks he received a slight bow in response.

He had heard the train coming and the whistles for the crossing, just as he met Mr. Spaulding. As Mr. Spaulding kept driving toward the crossing, he stopped and watched him, his attention attracted by the fact that Mr. Spaulding did not increase his speed to get over before the train, or pull up his horses to allow the train to pass, but drove on at a moderate pace, sitting up unusually erect and looking straight ahead.

There is no conflict in the testimony, and there can be no doubt that the engineer and fireman were in their proper places attending to their duties; that all the signals required by law were given by them, and every means in their power used to prevent this unfortunate accident. Had Mr. Spaulding been in the full possession of his faculties, he must have heard the coming train and the crossing whistle, as Mr. Hannaford did, and after that when the warning signals were blown he would have seen the train, stopped his horses, and thus prevented the catastrophe. The only reasonable explanation of conduct, which otherwise would seem suicidal, is that he was suddenly overcome by some infirmity of age which rendered him for the time oblivious of his surroundings, and prevented him from taking the ordinary and obvious precautions which would have saved his life.

F. C. FAULKNER,
For the Board.

DEATH OF EDWIN C. WATSON AND MRS. JAMES L. LOCKE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, August 26, 1901.

Investigation at Claremont, August 21, 1901.

Messrs. John H. Brown and Ira Colby appeared for the Boston & Maine Railroad and Mr. Morrill, of Sargent, Niles & Morrill, appeared for Charlotte M. Watson and Arthur G. Hopkins, guardian of Mr. Lake.

Witnesses: James G. Dimond, engineer, George S. Wiggins, fireman, Alton B. Cole, conductor, George H. Bean, freight brakeman, all of Concord; Arthur H. Freeman, brakeman, West Lebanon; Charlotte M. Watson, Henry Cossitt, Charles F. Putney, all of Claremont.

Mr. Watson was nearly sixty-two years old and for thirty-nine years had lived in a house on the south side and in plain view of the grade crossing of the railroad over Chestnut street, and was familiar with the time of all regular trains in and out of Claremont which passed over the crossing. Mrs. Lake, who was fifty-two years old, lived two or three miles beyond Mr. Watson, and the usual route used by both in going from their homes to the business portion of Claremont was along Chestnut street and over this crossing. Both had been in Claremont on business on the afternoon of April 27, 1901, and meeting there, Mr. Watson had invited Mrs. Lake to ride with him as far as his house at least. His team consisted of a single wagon and a horse, which had been owned and driven by him for six months and was apparently safe and gentle. Chestnut street descends sharply as it approaches the railroad and the descent is broken by a water-bar at a point thirty or forty feet north of the crossing. The railroad passes, on a curve, through a cut just west of the crossing, and a train going east is concealed from the sight of a traveler going south until it comes within a few rods of the crossing. The crossing is unprotected by either gates or a flagman and is a dangerous one to persons unacquainted with the locality and the movements of trains.

Freight train No. 223 from Concord had arrived at Claremont at about 3.25 P. M. and began switching on the main line near the station. Its brakeman, Mr. Bean, to protect its rear end, as required by the rules, had gone back or east two thousand feet, placed one torpedo on the north rail, then one thousand feet further east had placed two torpedoes thirty feet apart, had returned five hundred feet, and was standing about one hundred feet east of Chestnut street, the only eyewitness of all which afterward happened. Mr. Watson's team came down the hill at a moderate pace and paused at the water-bar as if about to stop and allow train No. 28, which was then approaching, to pass. Then the horse shied toward the east, began to run, and passed over the crossing in front of the engine. The carriage was struck by the engine and, with the body of Mr. Watson, was carried along by it, while Mrs. Lake was crushed by the wheels of the engine. Both were instantly killed.

The engine which struck them was No. 745, drawing train No. 28, which consisted of two cars, from Claremont Junction to Concord. It had left Claremont station at 3.50 P. M., three minutes late, and was running at its ordinary speed of eighteen to twenty miles an hour. The crossing whistles for both Broad street and Chestnut street were blown by the engineer at the proper points, the fireman rang the bell continuously from the station to Chest-

nut street, and each was in his proper place keeping the track ahead in view as far as it could be seen. In the cut the first of the torpedoes placed by Bean was reached and exploded, but as it was a single torpedo and placed on the rail on the opposite or fireman's side of the engine, the engineer knew that it was not a signal for his train and paid no further attention to it. Neither of them saw Mr. Watson and his team until the engine came out of the cut and was seventy-five feet from the crossing. The fireman was the first to see them because they were approaching the crossing on his side. He first saw them on the water-bar pausing for an instant, then saw the horse start into a run toward the crossing. He shouted to the engineer to stop, the emergency brake was instantly applied, but there then was not time enough to prevent the fatal accident.

There was little, if any, conflict in the evidence from which these brief facts are found, and the investigation disclosed no particular in which any of the employees of the railroad were negligent or responsible for the accident.

A theory that the horse was frightened by the noise of the torpedo and became unmanageable and that therefore the railroad is responsible was suggested at the investigation. But as the torpedo was in the cut between four hundred and five hundred feet distant from the crossing, and the horse was seen coming at a moderate pace after the explosion, there seems to be but little ground for that theory.

It is more reasonable to suppose that, after pausing at the water-bar, the horse became frightened at the nearer approach of the train and bolted across the track, or that he became so unmanageable that Mr. Watson chose to take the risk of driving him across rather than attempt to hold him while the train passed.

F. C. FAULKNER,
For the Board.

DEATH OF EBEN P. MUDGETT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 16, 1901.

Mr. John H. Brown appeared for the railroad, and Messrs. Martin & Howe and Mr. W. S. Peaslee appeared for the heirs of Mr. Mudgett.

Witnesses: Amos H. Messer, engineer, Concord; Arthur E. Colby, fireman, Bow.

This accident occurred near Bow Junction, August 17, 1901, at 11.15 o'clock A. M. The spot where Mr. Mudgett was killed is directly opposite the third mile post from Concord, and about 150 feet south of a highway crossing. The Merrimack river here is on the east side of the double track, and there is a side track on the west. He was struck by the engine of passenger train No. 39, Boston to Concord, running at a speed of forty-five miles an hour. The train consisted of the engine, baggage-car, six Pullmans, and two passenger coaches, and was on time. The engineer, Mr. Messer, was one of the most experienced men on the division, having been an engineer since 1863. The whistle for the crossing had been blown and the bell was ringing. When first seen by the engineer and fireman, Mr. Mudgett was about thirty-five rods distant, holding up in his hand a hoe, upon which was some indistinguishable object. He had crossed the side track, and was in the act of stepping upon the west or south-bound track. The engineer supposed (as he had a right to do) that he would stop there, but when he saw that Mudgett paid no attention to the bell and the noise of the train, but was continuing his course toward and on to the east or north-bound track, he gave the customary short, sharp alarm whistles, and threw his brake into the emergency stop. Mr. Mudgett, who was then only four or five rods distant, stepped on to the north-bound track, threw the object on his hoe into the bushes which skirt the river, and stood facing the river when struck the next instant by the engine. It appears that Mr. Mudgett, or some member of his family, had just killed a snake at his house, which is near the railroad; he had taken it on his hoe and was crossing the tracks for the purpose of throwing it into the river.

He was at least 150 feet from the crossing, and was clearly a trespasser, assuming the risk of all the dangers incident to his unlawful act. It is equally clear that the railroad and its servants were not at fault, and that everything possible to prevent this accident was done by them. Mr. Mudgett was about seventy-five years old and, so far as can be learned, in full possession of his faculties. No reason can be assigned for his conduct at that moment other than that his attention was so intently fixed upon what he was doing as to render him oblivious to the evident danger of his situation.

F. C. FAULKNER,
For the Board.

DEATH OF EDWARD McCABE, JAMES GOODWIN, THOMAS
BURNS, AND EDWARD THURSTON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 18, 1901.

Investigation at Concord, October 16, 1901.

General Brown appeared for the railroad; Martin & Howe and W. S. Peaslee appeared for the heirs of Edward McCabe.

Witnesses: Warren E. Emerson, engineer, E. P. Shurtleff, fireman, A. L. Howe, conductor, all of Concord; L. D. Williams, baggagemaster, Hartford, Vt.; George E. Benjamin, farmer, Lebanon.

Four young men, Edward McCabe, James Goodwin, Thomas Burns, and Edward Thurston were instantly killed near midnight of July 20, 1901, at the highway crossing less than half a mile south of Lebanon station. They were returning to Lebanon Village from a drive out into the country, all seated in a single-seat, ordinary top buggy carriage drawn by one horse, and were struck by passenger train No. 171, known as the midnight train from Concord to White River Junction. At the place of accident both the highway and the railroad cross Mascoma river by separate covered bridges, the highway bridge being a trifle more than fifty feet from the point where the railroad crosses the highway at grade. For a mile or more the train could be seen from the team in the highway as each approached the crossing, and was, in fact, seen and heard by Mr. George E. Benjamin who was driving his team behind the top buggy, the headlight of the locomotive, and the lights of the seven cars composing the train, shining brightly, and the crossing whistle sounding at the whistling post as usual. Near the crossing Mr. Benjamin turned on to the highway leading to his home, and which does not cross the railroad track, and as he did so he heard the team, driven by the young men who were killed, enter the highway bridge close to the crossing at a lively rate of speed and he took it for granted that the team would wait in the bridge until the train, which was close at hand, had passed. But instead of waiting it seems that the team was hurried along over the bridge and on to the crossing, probably with the design of getting across ahead of the train. The engineer of the locomotive hauling the train, who was keeping a sharp lookout, caught a glimpse of some dark object at the crossing and without knowing exactly what had happened brought his train to a stop. The fireman heard a slight crash and saw the horse after it. Upon going back from the

place where the train stopped the bodies were found. The carriage was a wreck, the horse uninjured. It appears that the train was on time and going at from twenty to twenty-five miles an hour, its usual speed at this place; the night was cloudy and the rails wet with dew. Leaving trainmen in charge of the bodies, the train drew into Lebanon station and sent out notice of the accident and a physician and the town authorities were soon in charge.

At the time of the collision the locomotive was running without working steam and with the brakes set, the grade being descending for several miles approaching Lebanon from the south. The cause of this accident is not hard to find. The midnight passenger train then due at about twelve minutes past twelve o'clock at Lebanon has made its run every night, barring accidents, for about forty years, and is locally the best known train over the Northern Railroad, and, as before stated, it could be seen and heard a mile at least away from the place of accident. It is plain that the four young men were killed from lack of the most simple precaution on their own part. Mr. Benjamin's testimony at the investigation states the whole case when he says: He heard the whistles; he heard the bell ringing; he saw the lights of the train; he saw the locomotive's headlight; the lights were visible and unobstructed from the highway for a mile or more before reaching the crossing; although at one time the young men were singing quite loudly, yet it seemed to him that they must have heard the crossing whistle; that he could not account for the accident.

E. B. S. SANBORN,
For the Board.

DEATH OF DAVID J. SHEEHAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 26, 1901.

Investigation at Concord, October 16, 1901.

Gen. John H. Brown appeared for the railroad.

Witness: John W. Currier, yard conductor, Concord.

In making up a freight train in the Concord yard on the afternoon of August 28, 1901, Mr. Currier, the yard conductor, being in charge of the work, three small boys, one of whom was David J. Sheehan, less than seven years of age, approached Mr. Currier with the request for a ride on the cars. Mr. Currier peremptorily

refused to permit them to ride and ordered them to "get right away from the cars and go away." The boys started to leave and Mr. Currier supposed they were gone, but as he looked around in order to give the stop motion to the shifter which was working the cars together into the train, he was horrified to see the Sheehan boy standing on the extreme end of a car loaded with lumber in the train which the shifter was about to strike, and he sprang towards the boy, vainly hoping he might save him from falling when the impact came. Although he was but ten feet away, he was too late, the boy fell onto the track and the wheels killed him. It seems that the boy stealthily passed behind Mr. Currier and stepped from the wharfing, which is level with the platform car at this point, to the car where Mr. Currier found him. Mr. Currier had not been troubled much by the invasion of the yard by boys and has no recollection of having seen young Sheehan before the day of his death, although he lived near by. Whenever boys had attempted to loiter around the freight cars, Mr. Currier's order for them to leave had always been obeyed and he supposed it had been on the day of the accident and no blame is attributable to him for it.

E. B. S. SANBORN,
For the Board.

DEATH OF PAUL J. KING.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 28, 1901.

Investigation at Manchester, October 23, 1901.

Mr. C. J. Hamblett appeared for the railroad.

Witnesses: J. F. King, conductor of the house crew, E. J. Cushing, conductor of the north yard crew, G. W. Colby, and F. W. Silver, brakemen, all of Nashua.

March 20, 1901, at 8.22 o'clock P. M. Paul J. King, who was employed as a brakeman in the north yard crew of the Boston & Maine Railroad at Nashua, while attempting to open the knuckle coupling of a car, was thrown down and run over by one set of car wheels, receiving injuries which caused his death two days later. The crew with which he was working had gone from the north yard with some south-bound cars that belonged in the east yard, and pulled them up on the north-bound track No. 5. Their engine stopped and the conductor, E. J. Cushing, went down the line to get the number of the cars, and soon after heard some one

cry out that King was hurt, and going up the track, found him under the wheels of one of two cars that were being pushed in on the other end of the track by another crew. These cars were to be taken out by King's crew, and while no one saw him at the time, it is supposed that he went to open a knuckle so it would couple when another was pushed against it. It was not his duty to do this and no one told him to do it, but he probably thought he could hasten the work by making everything ready for the hitch and therefore went in before the car which threw him down and crushed him. It was a warm, rainy, dark night and he was heavily clothed in an oilcloth suit which may have prevented him from handling himself as he otherwise would. The movements of the two crews were the same as usual, and the car under which he fell was going so slow that it stopped when only one wheel had passed over him. He had worked there about three months, was familiar with the yard and the work, and had been repeatedly cautioned to be careful in going about the cars in the night. It does not appear that any of his fellow-workmen were guilty of carelessness or neglect.

H. M. PUTNEY,
For the Board.

DEATH OF HENRY POPE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 28, 1901.

Investigation at Concord, October 22, 1901.

Witness: Clark W. Courser, Littleton.

On Saturday, May 25, 1901, Clark W. Courser of Littleton and Henry Pope of Wentworth got upon the night train and stole a ride to Woodsville. They then went down to the lower yard in that place and secreted themselves upon a freight train that left about 3 o'clock Sunday morning and stole another ride to Wentworth. On Monday morning they got upon another freight train and stole still another ride to Plymouth, and then to Ashland Heights, where the conductor discovered them and put them off. They walked back to Ashland and waited there until 3.15 o'clock Monday afternoon, when they attempted to board a stock train that was passing quite rapidly, by catching hold of the handles of a box car and swinging themselves upon it. Pope succeeded, but Courser failed at first, and making a second trial got upon a

car farther back. Pope next started to walk back over a car loaded with lumber to his companion, but disappeared, and Courser, being unable to locate him, got off when the train stopped at New Hampton hill and walking back towards Ashland found his dead and mangled body upon the track near overhead bridge No. 44, where he had fallen while passing over the moving train. Courser stopped the south-bound express and the remains were placed in the baggage-car and taken to Meredith, where they were properly cared for. No one saw Pope fall, and, so far as appears, no one but Courser knew he was upon the train. Neither of them had any right upon any of the trains upon which they rode. No one else was in any way at fault for the accident.

H. M. PUTNEY,
For the Board.

DEATH OF WILLIAM McNAMARA.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 28, 1901.

Investigation at Concord, October 22, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: Michael Leary, conductor, H. H. Blanchard, brakeman, Woodsville; Philip Demarias, yard conductor, Concord.

William McNamara, a brakeman in the employ of the Boston & Maine Railroad, was killed at Concord, June 27, 1901, at 9.23 o'clock P. M. He had come down from Woodsville on freight train No. 2 and was to return on train No. 265. In making up this return train it was his duty as head brakeman to hitch the air pipes between the cars as they came together, while the conductor, Michael Leary, and the other brakeman, H. H. Blanchard, took the car numbers and seals. In order to perform these duties the men went towards the head end of the train, and as they separated Leary said to McNamara, "If you hitch up the air pipes look out for yourself; they are making up the train," to which McNamara made no reply. A few minutes later, when Leary had got to the second car, another one was kicked in, and almost immediately he heard a groan and upon investigation found McNamara's dead body under a car which had run over him while he was stepping between it and another to hitch the air pipes. He was a young man who had been upon that train only a few days, but had worked elsewhere for the road and was familiar with railroading. There is no evidence to show just how he was thrown under the

wheels. All the work in making up the train was being done as usual, and there does not appear to have been any carelessness on the part of any of his fellow trainmen on the shifting crew, and if he failed to exercise the extraordinary caution that is necessary in such hazardous night work it was because of his wish to do his work as quickly as possible.

H. M. PUTNEY,
For the Board.

DEATH OF THOMAS O'MALLEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 28, 1901.

Investigation at Concord, October 22, 1901.

Witnesses: Wade A. Lane, engineer, Woodsville; Wm. H. Lockwood, fireman, Springfield, Vt.; Fred Robshaw, conductor, Lancaster; George L. Lary, brakeman, Gorham; E. A. Steady, Berlin; M. M. Willis, Gorham.

As extra freight train No. 748 from Woodsville to Berlin reached the trestle of the Boston & Maine bridge over the river and highway at Gorham, about four o'clock, July 4, 1901, the engineer, W. A. Lane, saw a man lying directly across the rail in the bridge in front of him. He at once applied the emergency brake and stopped as soon as possible, but not until the man had been struck and killed and his mangled body thrown through the flooring into the highway below. The remains were so crushed and dismembered as to be unrecognizable, but papers found in some of the clothing showed the victim was Thomas O'Malley, who had been living at Berlin with a brother, to whom the body was soon after delivered.

The train consisted of ten cars and was running about eighteen miles an hour. Owing to a curve the engineer, who was attending faithfully to his duties, could not see the man any sooner than he did, and it was impossible for him to have prevented the accident, for which no one except the man who was killed was in any way responsible.

H. M. PUTNEY.
For the Board.

DEATH OF F. W. WINSCHENK.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 28, 1901.

Investigation at Concord, October 22, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: E. M. Buckley, engineer, Concord; M. M. Frye, fireman, Laconia; Chester Ginn, mill operative, Laconia.

When the south-bound White Mountains express on the 10th of August, 1901, rounded the curve and was passing the Laconia Car Company side track below the Water and Fair street crossings in Laconia, E. M. Buckley, the engineer, saw a man lying upon his back between the rails and convulsively moving his body, legs, and arms as if he was in a fit or was struggling in vain to rise. The engineer, who was perhaps four hundred feet distant, at once blew the danger whistle and applied the brakes, but could not stop until the locomotive, baggage-car, and smoker had passed over the man, killing him instantly. The train contained ten cars and was running about twenty-five miles an hour, and increasing its speed as it left Laconia, where it was a few minutes late. All the evidence is to the effect that it was handled properly.

The man who was killed was F. W. Winschenk of Cambridge, Mass., a merchant who was a guest at a hotel located a short distance below the scene of the accident. The testimony does not disclose whether he was subject to fits or other disorders, but about one o'clock or fifty minutes before the accident Chester Ginn, who was passing up the track, saw him sitting upon the box in which the semaphore wires are enclosed, with his elbows placed on his knees and his face covered with his hands as if he was ill or in trouble. This box is very near the track. The inference is that he started from his hotel to go up to the central part of the city and walked upon the track to save a short distance, that as he went along he became ill, and sat upon the box until he heard the whistle of the approaching train and then started to cross the track to get out of danger and fell in a fit, or stumbled and fell and was struggling to recover himself and escape when the locomotive struck him. He was about thirty-four years of age, intelligent and successful in business, and his long wait beside the track and subsequent fall between the rails can only be explained upon the theory that he was very unwell. His remains were properly cared for and forwarded to his home in Cambridge.

H. M. PUTNEY,
For the Board.

DEATH OF GEORGE MOFFITT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 28, 1901.

Investigation at Concord, October 22, 1901.

Gen. John H. Brown appeared for the railroad and Mr. E. E. Bryant, father of Mrs. Moffitt, appeared in her interest.

Witness: Mr. A. A. Crossett, car inspector, Concord.

A. A. Crossett and George H. Moffitt, two car inspectors, who were employed in the yard of the Boston & Maine Railroad at Concord, September 9, 1901, had been up at the north end of the yard looking at some brakes, and as they were returning about 9.35 o'clock in the forenoon, went between a Boston & Maine and a Grand Trunk car that set upon the repair track about twenty-four inches apart. Mr. Crossett passed through safely, but as Mr. Moffitt was following him a shifting engine backed in fifteen or sixteen cars, which stood with the Boston & Maine car and set it up against the Grand Trunk car so as to catch and crush him between them, and when the rebound separated them, as it did immediately, he fell upon the ground so badly injured that he died at the hospital, to which he was at once taken, that afternoon. The movement of the engine was very slow and the impact did not move the Grand Trunk car more than fifteen inches. The only reason why the two inspectors passed between the two cars was to save walking around one of them, which they thought it unnecessary to do. There was no reason why the shifting crew should have supposed any one was between any of the cars upon the repair track. It was doing its work as usual, and doing it carefully and well, and had a right to assume that others engaged in the vicinity would look out for themselves. It was suggested at the investigation that a blue flag, which is usually set upon the repair track when a shifter is at work there to notify yardmen that the track is in use, was not in its place that day. Whether this was so or not was not established, but we do not deem it important, for it is improbable that Mr. Moffitt would have paid any attention to it if it had been in position. He was perfectly familiar with the work that was being done. He knew that the two cars would sometime be run together, but he did not think they would be at the moment he was crowding his body between them. This was his fatal mistake. He was thirty-four years of age, sober, competent, and faithful, and had worked in the Concord shops and yard about four years.

H. M. PUTNEY,
For the Board.

DEATH OF NATHANIEL MERRILL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 31, 1901.

Investigation at Concord, October 22, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: George H. Keiser, fireman, Woodsville; Mrs. F. D. Howard, Lisbon.

Nathaniel Merrill, a man seventy-five years old, who lived in Landaff, was in Lisbon Village on the afternoon of September 16, 1901, and started to drive towards his home upon the highway which crosses the Boston & Maine Railroad close to the station. As he neared this crossing the mail train from the south approached at reduced speed in order to make the usual stop. Seeing that the team was going very near to the track, the fireman informed the engineer, who applied the brakes sooner than he otherwise would have done, and stopped forty or fifty feet below the usual place, which is opposite the upper end of the station, and then proceeded on his way not knowing any accident had happened.

Mr. Merrill, as appears from the testimony of a reliable witness, drove near to the track, and seeing the train was across the road in front of him, turned his horse to the left and drove over the corner of the station platform. This movement tipped his wagon to one side, but it righted itself immediately, and if he had kept straight on in the highway that parallels the track he would have been safe, but he turned the horse again, to the right, throwing the body of the wagon from the forward wheels and hurling him against a tree by the roadside so violently that he was taken up unconscious and remained in that condition until the next day, when he died. His horse was a steady one and did not appear to be at all frightened and why, when his progress was stopped by the train in front of him, he did not allow the animal to stand still, or having turned it to the left, direct it up the street in the direction it was then headed, can only be explained upon the supposition that he was so startled or dazed that he could not exercise any good judgment.

H. M. PUTNEY,
For the Board.

DEATH OF L. E. ROMINE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 31, 1901.

Investigation at Concord, October 22, 1901.

General Brown appeared for the railroad.

Witnesses: Emay Demarias, yard conductor, T. E. Haynes, engineer, F. C. Coates, yard brakeman, all of Concord.

L. E. Romine, brakeman in a shifting crew in the Concord yard, was killed there by falling from the top of a box car September 21, 1901. He was engaged with his crew with a shifting engine, setting in cars upon different sidings which were to go out in the several freight trains leaving Concord. Mr. Demarias, yard conductor, was in charge of the work, Mr. Haynes was engineer, and Mr. Coates and Mr. Romine the brakemen. At the direction of the conductor, Mr. Romine went on top of a box car to aid in guiding a string of cars which the shifter was to kick upon the siding and, after reaching the top in safety, he fell from it on to the track and the car passed over him, killing him instantly. Mr. Coates was tending the switch, which was being used by the crew, and upon turning towards the approaching car upon which Mr. Romine had climbed, he saw Mr. Romine's head just as it struck the track, but he did not see him begin his fall. Mr. Coates quickly gave the signal and the car stopped with Mr. Romine, dead, within six inches of the trucks between the rails.

Mr. Romine was thirty-four years old, apparently in good health, able-bodied, and engaged in the usual routine work of the shifting crew. He had been employed but a few weeks and there were no unusual conditions which caused his death disclosed by the testimony.

E. B. S. SANBORN,

For the Board.

DEATH OF JOHN T. BRADLEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 1, 1901.

Investigation at Manchester, October 23, 1901.

C. J. Hamblett, Esq., appeared for the railroad.

Witnesses: Edward Lawrence, engineer, Harlan Mastic, fireman, Frank T. Sears, conductor, all of Wilton; H. G. Sylvester, baggagemaster, Harrison B. Alexander, brakeman, Boston, Mass.

John T. Bradley of Quincy, Mass., was killed at Richardson's crossing, about two and one half miles easterly of Wilton station, on the afternoon of July 2, 1901, by a passenger train, which left Wilton at six minutes past four o'clock, on its way to Boston. Mr. Bradley was driving a pair of horses from Quincy, Mass., hauling two carriages, in addition to the wagon in which he was riding, to his employer's summer home in Wilton, and had driven along in sight of the railroad track for three fourths of a mile before he reached the crossing. The train, consisting of locomotive, baggage car, combination, and one passenger car, moving twenty to twenty-five miles an hour, in control of the engineer, with brake set, steam shut off, and bell ringing, was within fifty feet of the crossing when the heads of the horses came in view on the fireman's side, within fifteen or twenty feet from the track. The fireman had barely time to shout the danger to the engineer when man and wagon were hurled into the air. The crossing whistle had been sounded at the whistling post and loud enough to attract the attention of Mr. Richardson, who was at work in a field in the vicinity, but no danger whistles were given because the team was not visible to either the fireman or engineer until the locomotive emerged from a cut on the fireman's side so close to the team that the emergency brake was set instead. The train was stopped at about three hundred feet and Mr. Bradley taken into the baggage car and a physician found for him; but he died before reaching Milford station.

The fireman, who alone saw Mr. Bradley when he drove upon the crossing, describes his appearance as indicating unconcern and apparent unconsciousness of danger. No testimony at the investigation was introduced as to any defect of his sight or hearing. Inasmuch as his employment was that of coachman, we infer that neither his sight nor hearing was deficient. The cause of his death was his lack of care in driving upon a railroad crossing without first learning if a train was near at hand.

E. B. S. SANBORN,
For the Board.

DEATH OF LOREN LOCKWOOD AND JOSEPH GREENWOOD.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 6, 1901.

Investigation at Concord, October 15, 1901.

Mr. S. S. Jewett appeared for the railroad. Mr. W. S. Peaslee appeared for the administrator of Mr. Lockwood's estate. Mr.

Alexander Dunnnett of St. Johnsbury, Vermont, appeared for the heirs of Mr. Greenwood. Mr. C. B. Hibbard appeared for Mr. Samuel Wallace.

Witnesses: George W. Calkins, engineer, Concord; E. A. Royce, brakeman, W. E. Marston, conductor, W. C. Bradbury, carpenter, Frank Harrington, brakeman, William Brown, brakeman, all of Woodsville; Wilbur Cole, telegraph-operator, Lakeport; Ralph H. Howe, telegraph operator, Worcester, Mass.; Wilbur S. Davis, train dispatcher, Woodsville; Arthur C. Gile, fireman, East Tilton.

Mr. Lockwood was fireman on regular freight No. 265, running from Concord to Woodsville; and Mr. Greenwood was head brakeman on extra freight No. 460, running from Woodsville to Concord. Their deaths resulted from a collision of these freight trains on the main line, a short distance north of Weirs, at a few minutes past 12 A. M., September 15, 1900. The railroad at the point of the collision runs on a curve, between the shore of the lake on one side and a rocky wall on the other, and the trains were not visible to each other before they struck. Mr. Greenwood was riding in the engine of No. 460 at that time.

The regular freight No. 265 was late out of Concord, and when it reached Lakeport, went onto the side track to let the night express pass, and as the signal for orders was displayed at the station, went there for them. They found waiting for them three orders, which, omitting formal parts and signatures, were as follows:

ORDER No. 56.—No. 265 two sixty-five and frt. extra 460 four sixty will meet at Lakeport.

ORDER No. 59.—No. 265 two sixty-five and freight extra 460 four sixty will meet at Weirs, instead of Lakeport.

ORDER No. 61.—Order No. 59 fifty-nine is annulled.

Order No. 56 was addressed to the conductor, and engineer, and operator, and No. 59 and No. 61 to the conductor and engineer. They were completed at 10.11 P. M., 11.55 P. M., and 11.56 P. M., respectively.

These orders were correct in form, and in accordance with the standard code adopted by the American Railway Association, and used on the Boston & Maine system and nearly all railroads in the country in moving trains by telegraph. The portions of the code which relate to this matter are incorporated in the rules which are printed with the time-card furnished each trainman. He is required to have the time-card and rules with him when on duty, and to familiarize himself with them.

The conductor and engineer of No. 265 understood that order No. 59 superseded order No. 56, and rendered it a nullity, and that as No. 61 annulled order No. 59, they were left without orders,

and theirs being a regular train, had superior rights to any extra train, and could proceed upon its time-card. This was the correct interpretation of order No. 59, and the effect of an order in this form upon preceding orders is stated and illustrated in the printed rules which they had with them (see Rule 223, Form L, and examples). The train left Lakeport at 12.05, and passed Weirs in safety.

The extra freight, No. 460, received order No. 56 at Plymouth, and proceeded to Meredith, where the engineer found a red light out, and stopped for orders. The trainmen all understood, and so testified, that theirs being an extra train, they had no right to run, except upon orders, and must keep out of the way of all regular trains. The conductor and engineer ran the train onto the siding to let the night express pass, and went to the depot for orders. Order No. 59 was received either just before or just after they came into the office. They signed for it, and the operator, Mr. Howe, repeated the signatures to the dispatcher at Woodsville. Before the dispatcher completed No. 59, he began sending No. 61, and Mr. Howe tore No. 59 from the block, wrote No. 61, handed it to the conductor and engineer, got their signatures to it, repeated them to the dispatcher, and the dispatcher completed No. 61, and then completed No. 59. Mr. Howe then wrote across the face of No. 59 "annulled by No 61," and handed both orders, in duplicate, to the conductor and engineer.

Under the rules, an order cannot be delivered to the trainmen to be acted upon until the dispatcher has given the word "complete" to the operator, and he has written it with the time upon the order. So that although an order has been sent, repeated to the dispatcher, pronounced correct by him, signed by the men, and their signatures repeated to the dispatcher, the dispatcher still has it under his control, and it is a hold on the train, until he gives the signal to complete, and the operator writes it upon the order.

The orders show that No. 59 was given them to sign at 11.37 P. M., and completed at 11.47; and that No. 61 was given at 11.45, and completed at 11.47. Whether Mr. Howe followed the rules strictly when he wrote "annulled by No. 61" on order No. 59, or whether the trainmen might or might not have refused to take an order thus written upon, are not material questions. As soon as both orders were completed, the conductor and engineer took them and went to the train, and, consequently, they each had then in their possession No. 56, No. 59, and No. 61. They did not discuss the effect of these orders before they left Meredith, but understood, apparently, without doubt or hesitation in their minds, that because No. 59 was annulled, No. 56 remained in

force, and the trains would meet at Lakeport. They pulled out on to the main line, and started at a few minutes past 12 A. M.; and a few minutes later the accident, which caused the instant deaths of Lockwood and Greenwood, injuries to Royce, Gile, and Calkins, and a great destruction of property, had occurred.

From such evidence as was produced by both sides at the hearing, the board cannot find any particular in which the train dispatcher, Mr. Davis, was in fault. Under Rule 223, Form L, he might have worded his order thus: "No. 265, two sixty-five, and frt. extra 460, four sixty, will meet at Weirs; this supersedes order No. 56." This would be one of the two forms given under that rule, but the one which he used is the other form given, and neither is designated as preferable to the other. To have used the first form might or might not have made the order more intelligible to these particular trainmen, and might or might not have prevented the accident; but as he used one of the forms given under a rule by which both he and the trainmen were governed, and with which all were bound to be familiar, we can see no reason to even criticise him.

The responsibility for this most serious accident, in our judgment, upon the evidence presented, must rest upon the trainmen of the extra freight, who mistook the orders they received at Meredith. Had they given to the orders their correct meaning, they would have understood that all orders were cancelled, and that No. 460, being an extra, must keep out of the way of all regular trains, and wait at Meredith until No. 265 had passed, or they had received other orders. If they had any doubt about the effect of the orders, it was their duty, under the rule, to inquire before leaving the siding.

F. C. FAULKNER,
For the Board.

DEATH OF J. L. SMITH.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 6, 1901.

Investigation at Concord, November 4, 1901.

Mr. John H. Brown appeared for the railroad.

Witnesses: Thomas Walton, sectionman, Newton; Eben T. Williamson, engineer, William D. Foss, fireman, Portland, Me.

Crane's crossing is about two miles west of Newton Junction, and Mr. Smith had been the flagman at that crossing for ten years. On the afternoon of May 10, 1901, a freight train going

west had just cleared the crossing as passenger train No. 53, express from Boston to Portland, approached it. The engineer had given the crossing whistle, and the bell was ringing. The flagman's house stands just west of the crossing, on the south side of the track, and would conceal a person standing in the highway just south of the track. The passenger train was running at a speed of thirty-five miles an hour, and when within about one hundred feet of the crossing, the engineer saw Mr. Smith with his flag in his hand suddenly step onto the track from behind the house, with his back turned toward the train. He gave the short, sharp warning whistles; Mr. Smith looked up, apparently startled at the sound; tried to spring back toward the south; and while in the air was struck by the engine, and instantly killed. If he had kept on his original course, he would undoubtedly have stepped off the track and his life would have been saved.

The accident was witnessed by Mr. Walton, who was plowing the field which adjoins the railroad on the south, and the highway on the west. From his evidence it appears that Mr. Smith, just before he was struck, had been standing in the highway, and swinging his flag to stop a team approaching the crossing from the south. The passage of the freight train and the approach of the passenger train at so nearly the same time required prompt and energetic action on his part to keep back the approaching team, and at the same time apparently absorbed his attention, and made him forget where he was and the danger of his position. Everything possible to prevent the accident was done by the engineer and fireman of the passenger train, and all rules of the railroad were observed.

Mr. Smith, while faithfully discharging his duty, was killed because, for the moment, he became confused and lost his presence of mind.

F. C. FAULKNER,
For the Board.

DEATH OF JOHN E. NICHOLS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 6, 1901.

Investigation at Concord, November 4, 1901.

Mr. John H. Brown appeared for the railroad.

Witnesses: John E. Currier, yard conductor, Lakeport; Albert F. Clifford, fireman, Concord.

Mr. Nichols was sixty years of age, and for twelve years had

been gate-tender for the Boston & Maine at Pleasant street, just south of the passenger station in Laconia. On the morning of October 8, 1901, he had been doing some work in cleaning the station, and another man was operating the gates, in his absence.

A regular freight train from Concord had come into Laconia at 11 A. M., and was standing partly over the crossing. The gates were down. The yard-shifting crew had taken some cars from the old freight house track, and were pushing them slowly down toward the crossing on the track next to the one upon which the freight train was standing. The cars were moving at a speed of about two miles an hour, and their movement was directed by the yard conductor, Mr. Currier, who stood upon the station platform.

Mr. Nichols was first seen by the fireman of the freight train, Mr. Clifford, who was sitting in his cab. A pebble struck him on his knee, and looking to see who had thrown it, he discovered Mr. Nichols under the cab window, stooping down, smiling and otherwise acting in a playful manner. When he saw he was discovered, he straightened up and stepped back onto the track immediately in front of the shifting train, with his back toward it. Both Mr. Clifford and Mr. Currier saw his peril and shouted a warning, and Mr. Currier tried to stop the train; but it was then too late, and Mr. Nichols was run over and instantly killed.

He had no duties to perform which would require him to be inside the gates, and it is probable that having finished his work at the station, he was, for the time, at leisure and went there for a visit among the trainmen. He was killed but a few feet from the gate-tender's house, which he had occupied for twelve years, and no man could have been better acquainted than he with the movement of the trains and the dangers of the crossing. His unfortunate death was the penalty of his disregard for these well-known dangers.

F. C. FAULKNER,
For the Board.

DEATH OF HORACE MESERVE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 8, 1901.

Investigation at Concord, November 4, 1901.

Mr. John H. Brown appeared for the railroad.

Witnesses: N. Z. Hall, conductor, Portland, Me.; A. E. Smith, engineer, Boston, Mass.; George W. Harris, fireman, Boston, Mass.

This accident occurred on May 8, 1901, at 5.57 o'clock P. M. On that evening, express train No. 122, Portland to Boston, had left Exeter on time and was running at a speed of about forty miles an hour. As it came around the curve at the top of the East Kingston grade, the engineer and fireman both saw a man, carrying a bundle, walking on the same track and in the same direction as the train. There is a highway crossing about half a mile east of East Kingston station, and another crossing at the station; and when the man was first seen by them, he was between the two crossings, and a short half mile from the train. The regulation whistle was blown, and the bell rung for the first of these crossings. Seeing that the man continued to walk upon the track, the fireman continued to ring the bell, and the engineer whistled for the East Kingston crossing, and also gave continuous short, sharp alarm whistles, supposing, as he had a right to suppose, that the man would hear the alarm and step off the track. When this failed, he put on the emergency brakes and stopped the train as soon as possible; but the man was struck by the pilot, thrown to one side, and instantly killed. The man did not turn nor look around from the time he was first seen.

Investigation afterwards disclosed that the man killed was Horace Meserve, about fifty years old, and described in a newspaper article as a "tramp blacksmith" who had been working in Exeter and was probably making his way, on foot, to some other town in search of work. There was no evidence offered that he was deaf, or at that time intoxicated, although he was a man of intemperate habits.

He was clearly a trespasser, for whose death the railroad cannot be held liable, unless the trainmen were guilty of gross negligence, and the board cannot find that there was any negligence on their part.

According to the evidence, it is not unusual for this train in a run between Boston and Portland to overtake nearly a hundred people walking on the track, many of whom linger there after seeing or hearing the train, and only step off just as the train reaches them. The engineer and fireman had every reason to suppose that Meserve would do the same and, considering the few seconds in which a train running at the speed of this train will traverse half a mile, it seems to the board that the trainmen did everything in reason and in their power to avoid this accident.

F. C. FAULKNER,
For the Board.

DEATH OF W. J. WALDRON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 15, 1901.

Investigation at Concord, November 4, 1901.

Mr. S. S. Jewett appeared for the railroad.

Witnesses: Fred L. Chase, conductor, Joseph R. McDaniels, engineer, John J. Cate, fireman, all of Concord; C. J. Mason, foreman, Woodsville; Eugene Blake, sectionman, Warren; Joseph Short, sectionman, Laconia.

Mr. Waldron was operating a small mill located a short distance north of the station at Weirs, September 6, 1901, the day of the fatal accident to him. The mill stands on the west side of the railroad, and is reached by a highway from the station which does not cross the railroad. On the east side of the railroad is an ice house and other buildings, and nearly opposite the mill is a private way crossing the railroad and having planking between the rails, which is used by the owners of the mill in going to the buildings on the east side. There are more or less bushes and other small growth on the east side of the railroad, which grow quite closely to this private way on both its sides.

On the day of the accident a gang of sectionmen, about twenty in number, under charge of Mr. Mason, were employed in laying a new track, and at a few minutes past 1 P. M. were at work on the connection at the north end of the long siding, between the mill and the station. On account of the situation and the work they were doing, they were on the lookout for all trains, and at just that time especially for passenger train No. 140, express from Fabyans to Concord, then due at Weirs. Mr. Mason and several of his men testified that they distinctly heard the whistle of the approaching train before it came in sight. The engineer and fireman testified that the whistle for the station was blown at a point just north of "the mountain," and the bell was rung until the station was reached. No whistle was given for the crossing, and none is required for a private crossing like this.

Steam was shut off when the whistle was blown, and the train, which at first was running at 25 miles an hour, approached the crossing at decreasing speed. The engineer and fireman were aware that work was being done on the track beyond the crossing, and each was leaning out of his window intently watching the track ahead.

Mr. Waldron had evidently gone over the private crossing to the ice-house, and was returning to his mill, for when first seen

by the fireman, on whose side he was, he was pushing a wheelbarrow loaded with ice up the little grade which leads to the planking from the east. When first seen he was not more than two hundred feet from the engine, but was ten or twelve feet from the track, and was not seen before because of the bushes. Nothing in his appearance or motions indicated that he would try to cross the track in front of the train, and if there had been any such indication, it was then too late to stop the train. He was not seen by the engineer, because he was leaning out of his window and the road at that point curves to the east. When the fireman saw that Mr. Waldron did not stop, but was continuing toward the crossing, he shouted to the engineer; but there was not then time enough to give even the alarm whistle before he was struck by the engine and instantly killed.

Mr. Waldron was a man fifty-four or fifty-five years old, and from doing business in a place so near the railroad, must have been familiar with the time of the regular trains. No reason can be found in the evidence submitted why he did not hear the whistle, which the trackmen, who were further away from the train than he, heard distinctly, or the sound of the bell or the noise of the train itself. The train was within his sight when he was first seen, ten or twelve feet from the crossing. It is probable that he miscalculated the distance, and thought he could cross the track in safety. The train and all its equipment were in perfect working order; the trainmen were alert and attending to their duty; and all regulations for running the train were observed. We can find no negligence on the part of the road, and must come to the conclusion that Mr. Waldron's death was due to his own want of care.

F. C. FAULKNER,
For the Board.

DEATH OF G. A. HASELTON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 18, 1901.

Investigation at Nashua, November 13, 1901.

Hon. C. J. Hamblett appeared for the railroad.

Witnesses: James McLaughlin, gate tender, Fred P. Hoitt, engineer, Henry E. Edmunds, fireman, Joseph C. Haywood, switchman, all of Nashua.

G. A. Haselton, while attempting to pass over the Bridge-street crossing near the passenger station in Nashua, December 28, 1900,

at 5.47 P. M., was struck and instantly killed by a locomotive that was being backed down to the coal shed after it had made its regular run from Concord Junction to Nashua. There are five or six tracks upon this crossing and they are protected on both sides by gates, which were down at the time. James McLaughlin, the gate tender, who was at his post on the west side of the tracks, saw Mr. Haselton as he approached them from the east but as the engine backed between them lost sight of him and next saw him when he had been killed and his body was thrown out from under the pilot. The engineer, Fred P. Hoitt, did not see the man at all and did not know he was hurt until he had been to the coal shed and returned, when he was told by the switchman. He testified that he backed over the crossing very slowly, having stopped before he reached it, because another engine was in the coal shed and he had to wait a few feet away until he got a motion to proceed. He is positive that the gates were down and the bell was ringing. The fireman corroborates this testimony as does also Joseph C. Haywood, a switchman, who was stationed on the west side of the tracks near the gates.

All the evidence goes to show that Mr. Haselton, who was probably going from Nashua to Litchfield, where he worked, went under or around the gates and over four or five tracks until he reached the one on which the engine was moving, and then tried to cross that and fell or was thrown upon the rails under the wheels of the tender. No other person was in any way responsible for his death.

H. M. PUTNEY,
For the Board.

DEATH OF ARTHUR W. RANDALL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 25, 1901.

Investigation at Concord, November 21, 1901.

Gen. John H. Brown appeared for the railroad.

Witnesses: James Neary, section foreman, Daniel Clancy, sectionman, both of Seabrook.

James Neary and Daniel Clancy, two sectionmen employed on the Boston & Maine Railroad between the state line and Hampton station, while going over their section on the morning of June 4, 1901, saw that some object had been dragged between the rails, leaving upon the earth and ties blood, fragments of flesh,

and shreds of clothing from a point half a mile east of Seabrook station to one just west of Hampton Falls, where they found the dead body of Arthur W. Randall, an intemperate man about 32 years of age, whose residence was in Seabrook. While there is no direct testimony as to the manner in which Mr. Randall was killed, all the circumstances go to show that during the night he concealed himself between two cars of an east-bound express train at Newburyport in order to steal a ride to his home in Seabrook, and as the train ran rapidly by that station, did not leave it there as he intended, but soon after fell, catching one foot in the coupling where it was held, while his body was dragged nearly a mile to the place where it was found, when the foot was set free and his mangled remains sank to the ground and were passed over by the cars behind him. Whether he was intoxicated or not is not known, but from his habits it is supposed he was.

H. M. PUTNEY,
For the Board.

DEATH OF WILLIAM LECLAIRE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 27, 1901.

Investigation at Concord, November 21, 1901.

Gen. John H. Brown appeared for the railroad and Mr. Anthony McGuire of Biddeford, Me., appeared for the administrator.

Witnesses: C. W. Duntly, brakeman, Medford, Mass.; Harry F. Doe, Daniel J. Quinn, Herbert R. Clough, all of Newfields.

Passenger train No. 142 from Dover to Boston reached Rockingham Junction as usual about seven o'clock P. M., May 27, 1901. As it left the junction, Brakeman C. W. Duntley, who was assisting the conductor collect tickets, found upon the rear platform of the smoker a man named William Leclaire who had no ticket and who said he wished to go to Manchester. Mr. Duntley told him if he wished to reach Manchester he was on the wrong train and must leave it at Newfields, the next station, and go back to the junction. When they reached Newfields and stopped, the brakeman, who had passed through the smoker to the front end, beckoned Leclaire who had gone into the car to come out, and he did so and walked on the station platform up towards the engine, a few feet from the cars. The conductor gave the motion to go ahead and the train started. As the smoker was passing Leclaire, who was then six or eight feet from it, upon the platform, he

sprang towards it and tried to swing himself upon it but fell in front of it upon the rail and was run over and instantly killed. These facts are established not only by the testimony of the trainmen, but by the remarkably clear and explicit statements of Harry F. Doe, Daniel J. Quinn, and Herbert R. Clough, three citizens of Newfields who happened to be standing upon the platform and saw Leclair as he left the car in response to the brakeman's motion, watched him as he went up beside the train, and as he made the fatal spring towards it after it had started. In the opinion of all witnesses he was somewhat intoxicated but was apparently able to take care of himself and needed no assistance. He resided in Biddeford, Me., but had been to Boston and returned to Rockingham Junction intending, probably, to take a train there for Manchester, but being partially stupefied by drink, got upon the wrong car and was being carried back towards Boston, when he was ordered to get off. As he had neither ticket nor money he was doubtless intending to steal a ride wherever he went. The trainmen did all that could reasonably be required of them and his death is in no way chargeable to them.

H. M. PUTNEY,
For the Board.

DEATH OF JOHN H. PLUMMER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 27, 1901.

Investigation at Concord, November 21, 1901.

Burleigh & Adams appeared for the railroad and Mr. A. F. Wentworth of Plymouth for the administrator.

Witnesses: Gilbert E. McConnell, freight conductor, Woodsville; Elmer E. Sprague, station agent, West Rumney; Fred P. Learned, station agent, Wentworth.

John H. Plummer, a stable keeper, whose home was in Hampton, was found dead beside the track of the Boston & Maine Railroad about a mile and a half below Wentworth by the crew of train No. 2 at 5 o'clock A. M., July 8, 1901. His body was cold and had evidently lain there several hours. The head was crushed and there were other injuries showing he had been struck by a train. A pint bottle containing a small quantity of liquor was found beside the body.

From the evidence it appears that Mr. Plummer had started from Plymouth with a man named Ricker the day before, July 7,

to go to West Rumney and get one of his teams that had been left there. As the train on which he went was an express which did not stop at West Rumney the two men went through to Wentworth, where they called at the station to get the rebate checks that were given them between the two places cashed. Plummer then walked out over the bridge towards Wentworth Village. This was at 6.15 P. M. Half an hour later, A. E. Sprague, the station agent at West Rumney, while going to Wentworth on a track velocipede, met him walking between the rails. He asked the distance to West Rumney and was told it was three and a half miles. Sprague also suggested to him that if he went in the highway, which runs parallel with the railroad, he might get a ride, but he said it was easier walking on the track, and after offering Sprague a drink from the bottle which was found beside him, proceeded on his way. He was not seen again until his body was found in the morning. From the footprints he made on and beside the track it is judged that having walked to that point he sat down upon the end of a tie with his feet on the outside of the rail, in such a position that he was struck by one of four trains that passed during the night, but of this there is no direct evidence, as no trainman saw him. He was a man much addicted to the use of alcoholic liquors and was somewhat intoxicated when he was at Wentworth and when he met Mr. Sprague on the track. Probably he afterwards drank from the bottle until he became stupid and his death was the result.

H. M. PUTNEY,
For the Board.

DEATH OF MARIE PERON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 9, 1901.

Investigation at Manchester, October 23, 1901.

Hon. O. E. Branch and Mr. W. H. Sawyer appeared for the railroad. Mr. A. W. Morgan appeared for John B. Chartrand, administrator.

Witnesses: Alonzo D. Falls, engineer, West Somerville, Mass.; J. K. Talbot, fireman, Everett, Mass.; B. E. Badger, Concord; Mrs. Isabel Peron, Manchester.

On Saturday, July 27, 1901, Marie Peron, a French Canadian, who worked in Manchester went down, as was her custom, to spend the Sabbath with her mother, who lived about a mile and

a half below the Goffe's Falls bridge of the Boston & Maine Railroad on the west side of the Merrimack river. On Monday morning, July 29, the two women left their home and walked up to and upon the Goffe's Falls bridge, intending to cross upon it to the village on the east side and there take an electric car for Manchester. As they were leaving the house the daughter said she should like to go up on the steam cars, but as they did not know when a train was due and as the fare was more on the steam cars than the electrics they concluded to take the electric, and passed by the Boston & Maine station near the west end of the bridge without stopping and into the bridge, where they walked upon a timber which runs lengthwise between the two tracks to strengthen the flooring. There is no foot path in this bridge and at either end there is a sign warning people not to walk upon it, reading, "Boston & Maine Railroad Warning. Crossing this bridge on foot or bicycles is extremely dangerous and is strictly forbidden. None but employees will be permitted to do so under any circumstances. Persons violating this notice will be liable to arrest." But the public has persisted in using it as if it was a highway. When Miss Peron and her mother were about to enter the bridge they stopped and listened for a train but heard nothing and passed into it and from one half to two thirds of the way across when the express passenger train, which left Boston at 6.31, swung into the bridge behind them and the engineer saw them upon the stringer. He at once shut off the steam, put on the emergency brakes, and blew the danger whistle, which the women heard. The mother, who was a few feet ahead of the daughter, shouted to her to hurry, rushed along and got over safely. The daughter also tried to hurry over, but according to the testimony of the engineer and the mother, became excited and bewildered, and instead of going straight ahead, ran or stumbled across the rail in front of the engine and was instantly killed. There is a crossing a few feet below the bridge and the whistle was sounded for that. There was also a station whistle about fifty rods further south and the bell was ringing. No required warning was lacking. The train was running on schedule time. It was not intended to stop it at either of the bridge stations. The bridge is so located, diagonally across the river, that an engineer approaching from the south cannot see a person walking in it until he is very close to it, or at the point when the one running this train saw the women. No one connected with the railroad was in any way responsible for the death of Miss Peron, which was due, as others have been and will be, to the want of a foot-bridge, which the railroad corporation is

under neither legal nor moral obligations to provide. It seems to be impossible to keep the public from this bridge without another, and while it is used as it is it will always be a death trap.

H. M. PUTNEY,
For the Board.

DEATH OF ALFRED A. BAKER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 6, 1901.

Investigation at Manchester, October 23, 1901.

C. J. Hamblett, Esq., appeared for the railroad. Doyle & Lucier appeared for the administrator.

Witnesses: L. I. Brown, conductor, E. M. Smith, brakeman, M. E. Grady, brakeman, all of Nashua.

Alfred A. Baker was middle brakeman of the freight train crew between Nashua and Ayer, with sometimes an extra freight between Nashua and Keene.

April 27, 1901, with L. I. Brown conductor, E. M. Smith head brakeman, and M. E. Grady rear brakeman, he left Nashua for Keene about 8 o'clock P.M., with a train of twenty-one freight cars. From Wilton to Greenfield, owing to the grade, it was necessary to haul the train in three separate sections; the first section reaching Greenfield about 11 o'clock and the second section arriving at Greenfield about 2 o'clock on the morning of the 28th, when the accident happened to Mr. Baker. Opposite the north switch in the Greenfield yard Mr. Baker got off from the train in order to set the switch for the train to run upon the siding, the train hauling past him. Soon afterwards his comrades heard him shout and upon reaching him found that both his legs had been cut off by the car wheels. It seems that at the point he jumped off from the train there was a run or track upon which to set off a hand car when required. It was constructed of two three-inch planks, set at the requisite distance apart, the ends resting on the ties about two inches from the rail and flush with the rail, and from the track extending across the ditch to the ground beyond it far enough to make a safe rest for a hand car. At the point next the rail, therefore, the planks were three inches above the two ties upon which they rested; two feet away from the rail, owing to the slope, the planks were about seven

inches above the grade and in the ditch itself about eighteen inches above the ground. His associates improvised tourniquets of rope for his crushed legs, placed him in the saloon car, and took him to the hospital in Nashua, where he died at 11 o'clock of the same forenoon. In answer to Mr. Smith's inquiry "How did you do it," Baker replied, "I fell over these old planks." He was between the planks and resting his elbow upon one of them when he gave this answer. It was his duty to set the switch and it was proper for him to leave the train as he did upon the side opposite the switch. The ends of the plank upon the ties were within five or six feet of a point opposite the switch. There was no evidence at the investigation tending to show that it was necessary that this track for the hand car should be located so nearly opposite to the switch, but on the contrary it is manifestly an improper and dangerous place for it. A brakeman alighting at this point in the night, as might reasonably be expected to sometimes happen, would be fortunate if he did not stumble over these planks. To Mr. Baker they proved fatal and should not have been there, nor should they be allowed to continue there longer.

E. B. S. SANBORN,
For the Board.

DEATH OF KERKOR HAMPAISSIAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 30, 1901.

Investigation at Nashua, November 13, 1901.

C. J. Hamblett, Esq., appeared for the railroad. Charles D. Parker, Esq., and Doyle & Lucier appeared for the heirs of Mr. Hampaissian.

Witnesses: Frank B. Little, fireman, George E. Terris, engineer, Fred F. Chapman, brakeman, Martin H. Carrick, brakeman, E. G. Smith, brakeman, Orin G. Young, conductor, all of Nashua.

On June 19, 1901, while attempting to cross the railroad track at the Hollis and Hall streets crossing in Nashua on a bicycle, Kerkor Hampaissian was killed by a train composed of shifting engine No. 461 and one box car. The train was moving at from three to five miles per hour, the car being pushed ahead of the locomotive.

The brakemen of the shifting crew were riding upon the top of the car, which was on its way from the Freezer Company's works to the Nashua Junction station. When the train was two

hundred feet from the crossing the brakemen on the top of the car saw Mr. Hampaissian approaching the crossing, he being then two hundred feet away from it and coming at a slow pace, and shouted to him to call his attention to the train. The fireman on the locomotive also watched him and shouted to him, while vigorously ringing the bell. When the train and the wheelman came nearer together, the watchers saw him swerve away as if to avoid the train, but not knowing certainly that he was safe, upon the fireman's signal, the engineer set the emergency brake, stopping the train within ten feet after applying it, and before the locomotive reached the crossing, but not until the forward trucks of the car had run upon the tracks of the highway nearest to the car. Mr. Hampaissian was found nearly under the center of the car.

The testimony at the hearing established the fact that the trainmen could see Mr. Hampaissian approaching the crossing two hundred feet away and that the view of the train was unobstructed for two hundred feet or more along the route he was wheeling and could surely have been seen by him had he looked in the direction of the crossing. It is difficult to suggest what further the trainmen could have done to save this man's life. Mr. Hampaissian was a young man and no suggestion was made at the investigation that his sight or hearing was defective. The accident occurred soon after 3 o'clock in the afternoon.

E. B. S. SANBORN,
For the Board.

DEATH OF P. W. NICHOLS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 20, 1901.

Investigation at Nashua, November 13, 1901.

C. J. Hamblett, Esq., appeared for the railroad.

Witnesses: Michael E. Grady, brakeman, Ed. M. Smith, brakeman, L. I. Brown, freight conductor, J. H. Peterson, engineer, A. W. Little, fireman, all of Nashua.

Extra freight train No. 257 composed of a locomotive and ten cars left Nashua for Epping at 8.30 o'clock in the forenoon of October 11, 1901, and seventeen minutes later reached the Lawrence highway crossing near the town line between Hudson and Windham, going at a speed of twenty miles per hour. The crossing whistles were given at the usual place and the bell was ringing as the train neared the crossing. When about three hundred

feet from it the engineer and fireman saw a man on foot in the highway traveling towards the crossing and within ten or fifteen feet of it. Because the traveler did not look up, Mr. Peterson, the engineer, sounded the alarm whistles several times and set the emergency brake; but he failed to attract his attention and he was killed by the locomotive. The train was stopped as soon as possible and the dead man found to be Mr. P. W. Nichols, about seventy years of age, who was going from his sister's house near by across the track along the highway to his place of labor. Had he but raised his eyes when the danger whistles were sounded he could have seen and have avoided the coming train; and if he had used even the most superficial care while traveling to the crossing he could have seen the train coming when it was nearly if not quite five hundred feet from the crossing. That the whistles did not arouse him was due, probably, to his dullness of hearing, but why he did not make any effort to learn if a train might be near the crossing was not explained. The trainmen prepared a stretcher and took the body of the unfortunate man to his sister's house, from which he had started so short a time before. The engineer is to be commended for his alertness and judgment in attempting to prevent the accident; that his efforts were in vain was not his fault nor that of any of the trainmen.

E. B. S. SANBORN,
For the Board.

INCIDENTAL EXPENSES.

The public statutes place at the disposal of the board for services of stenographers and experts, and the cost of stationery, express, and postage, the sum of \$1,000 annually. Of this amount there were expended in the year ending June 30, 1901, the following sums:

Stenographers and typewriters . . .	\$296.25
Express	52.60
Office expenses	40.70
Postage	19.00
	<hr/>
	\$408.55



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